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Ontario Legislative Assembly

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OF THE

# Legislative Assembly

OF THE

## PROVINCE OF ONTARIO

*From the 9th February to 14th April, 1943*

*Both Days Inclusive*

IN THE SEVENTH YEAR OF THE REIGN OF OUR SOVEREIGN LORD  
KING GEORGE VI

BEING THE

Eighth Session of the Twentieth Legislature

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SESSION 1943

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25. Question (No. 142) as to installation of rural services, 187.
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28. Bill (No. 25), An Act respecting the Water Powers of the River Ottawa. Introduced and read the First Time, 8. Debate on motion for 2nd Reading, 10, 12, 13. Amendment lost on division, 13. 2nd Reading on division, 14. House in Committee, 15, 21. Amended, 21. Amendment to 3rd Reading defeated on division, 21. 3rd Reading on division, 22. Royal Assent, 23. (7 George VI, c. 21.)
29. Hydro-Electric Power Commission of Ontario, Steep Rock Mines, Limited and the Ontario Minnesota Pulp and Paper Company, Limited, Act respecting. Bill (No. 26) introduced and read the 1st Time, 10. 2nd Reading, 15. House in Committee, 16. 3rd Reading, 16. Royal Assent, 23. (7 George VI, c. 29.)

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8. Return to an Order of the House showing area of forests burnt over, 40. (*Sessional Paper No. 45.*)
9. Return to an Order of the House showing pulpwood concessions to various companies, 41. (*Sessional Paper No. 46.*)
10. Return to an Order of the House of April 15th, 1942, showing sales and leases of summer resort properties, 41. (*Sessional Paper No. 47.*)
11. Return to an Order of the House of April 15th, 1942, showing progress under certain agreements with various Pulp and Paper Companies, 41. (*Sessional Paper No. 48.*)
12. Return to an Order of the House of April 15th, 1942, showing receipts from Dominion Government and Railways in connection with fire ranging, 42. (*Sessional Paper No. 49.*)
13. Return to an Order of the House of April 15th, 1942, showing revenue of the Woods and Forests Branch, 42. (*Sessional Paper No. 50.*)

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## LEGISLATIVE ASSEMBLY, ACT TO EXTEND THE DURATION OF THE PRESENT:

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7. Question (No. 100) as to administration and operating expenses for years 1937 to 1942, 105.
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## LOAN CORPORATIONS, REGISTRAR OF:

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## MINING ACT, THE:

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## MORTGAGORS' AND PURCHASERS' RELIEF ACT:

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## MORTGAGORS' AND PURCHASERS' RELIEF ACT, 1943, THE:

Bill (No. 52) introduced, 140. 2nd Reading, 170. House in Committee, 210. 3rd Reading, 210. Royal Assent, 228. (7 George VI, c. 15.)

## MORTMAIN AND CHARITABLE USES ACT, THE:

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## MOTOR CARS AND TRUCKS:

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## MUNICIPAL DRAINAGE AID ACT, THE:

Bill (No. 37) to amend, introduced, 88. 2nd Reading, 138. House in Committee, 150. 3rd Reading, 159. Royal Assent, 227. (7 George VI, c. 17.)

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## NATURAL GAS CONSERVATION ACT, THE:

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## ORILLIA MENTAL HOSPITAL:

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## OSGOODE AND GLOUCESTER, TOWNSHIPS OF:

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## OTTAWA RIVER, ACT RESPECTING THE WATER POWERS OF:

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## PORT ARTHUR, ONTARIO HOSPITAL:

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## POST WAR PROBLEMS:

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## POWER COMMISSION ACT, THE:

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2. Question (No. 12) as to total peak power supplied to Hydro, 30.
3. Question (No. 24) as to resale of Quebec power to Quebec companies, 185.

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3. As to names of power plants in Ontario generating power for (a) Niagara System, (b) Eastern Ontario System, 26.
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7. As to how many Rural Power Districts under the jurisdiction of the Hydro-Electric Power Commission have (a) deficits, (b) surpluses for years 1936 to 1942 inclusive, 28.
8. As to what system or systems secured power from the Chats Falls Plant during the period from October, 1941, to last month data available, 28.
9. As to total revenue from customers served by the Abitibi Canyon Development for the Hydro year 1941-1942, 29.
10. As to new contracts or extensions of previous contracts or agreements made with any Quebec Power Company since March, 1941, re supply of electric energy, 30.
11. As to basis of annual assessment per horsepower in relation to stabilization of rates fund made by the Hydro-Electric Power Commission of Ontario for each of the power districts of the Province, 30.
12. As to total peak power taken each month on horsepower from Quebec Power Companies in 25 cycle and 60 cycle power since December, 1940, 30.
13. As to exportation of electric energy during 1940, 1941, 1942, to Massena, N.Y., by or through the Hydro-Electric Power Commission, 31.
14. As to additional accommodation acquired for mental hospital patients from February 1st, 1940, to January 31st, 1943, 48.
15. As to what fires, if any, have occurred in Liquor Control Board Stores since March 15th, 1936, 32.
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17. As to estimated loss of gold production occasioned by the strike, 1941-1942, in the Kirkland Lake Gold Mines, 33.
18. As to accumulated reserves of the Hydro-Electric Power Commission for all systems for Hydro year ending October 31st, 1942, 34.
19. As to what contractors were employed by the Government on No. 15 Highway between Kingston and Seeley's Bay from January 1st, 1941, to January 31st, 1943, 42, 47.
20. As to estimated cost of the proposed development at Des Joachims on the Ottawa River, exclusive of storage facilities, 34.
21. As to whether the Government still owns the lands acquired for the construction of the Eastern Hospital for Defectives near Smith's Falls, 48.
22. As to amounts spent by way of maintenance and general reconstruction on No. 2 Highway (Kingston Road) between Toronto and Oshawa during fiscal years ending March, 1941, 1942, etc., 108.
23. As to mileage of roads in organized counties incorporated into the provincial highways system, 49.
24. As to whether power purchased from Quebec Power Companies has been resold to any of the companies, 185.
25. As to expenditure on motor car rentals and mileage allowed on cars personally owned by government employees, 34.
26. As to amounts expended on bridges, culverts, etc., on new four-lane highway from West Hill to Oshawa, 109.
27. As to gallonage of beer, ale and allied products sold by breweries and brewery warehouses for resale in standard hotels, 52.
28. As to whether the Mental Clinics in Ontario Hospitals have been discontinued, 49.
29. As to cost of maintaining provincial police at the Dominion Glass Company Strike at Wallaceburg, 74.
30. As to average number of patients boarded out from Ontario Hospitals during the year ended March 31st, 1942, 49.
31. As to the extent and way, etc., government or H.E.P.C. is involved in the transportation system known as the Sandwich, Windsor and Amherstburg Railway Company, 123.

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33. As to number of persons who were receiving old age pensions from 1934 to date, have had pensions discontinued. Lapsed.
34. As to number of permits issued for new electric services issued by the Hydro Commission in the Georgian Bay, Niagara and Eastern Ontario systems for year 1942, 119.
35. As to number of crimes for (a) murder, (b) manslaughter, (c) kidnapping, committed in last two years which remain unsolved, 81.
36. As to whether any inquest was held into the double fatality which occurred at Cobourg on November 25th, 1942, 53.
37. As to whether provision has been made to compensate students' injuries who volunteer through the Farm Service Bureau to assist on farms. Lapsed.
38. As to what payments have been made to the North Toronto "Herald", E. V. Donnelly or any firm or company in which E. V. Donnelly is an owner, partner or director, 127.
39. As to employment of Dr. William Taylor in any Government Department or by the Workmen's Compensation Board, 119.
40. As to identity of the Industrial Commissioner for the T. & N. O. Railway, 83.
41. As to number of persons in receipt of Old Age Pensions and Mothers' Allowances on March 31st, 1938, to January 31st, 1943, 151.
42. As to amount paid to the "Herald" re advertisement headed "Conservation of Man Power through the Maintenance of Health," etc., 74.
43. As to composition of the Workmen's Compensation Board and salaries of each. Return ordered, 126. Returned, 184. (*Sessional Paper, No. 59.*)
44. As to number of auditors employed by the Workmen's Compensation Board as of December 31st, 1942, 97.
45. As to expenditure by the Government re construction of the Rainbow Bridge at Niagara Falls, 109.
46. As to how many persons were wards of the Children's Aid Societies on December 31st, 1942, 152.

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48. As to number of persons employed by the Province in relief administration on January 1st, in each year from 1932 to 1943, 185.
49. As to expenditures on the Queen Elizabeth Way from Toronto to Fort Erie, 190.
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52. As to convictions in each district under the Department of Game and Fisheries, 110.
53. As to purchase by the Government of 22 acres of land in Scarborough, 98.
54. As to extent of lighting system installed on Queen Elizabeth Way between Toronto and Fort Erie in years 1939 to 1943 inclusive, 120.
55. As to assistance to cold storage warehouses by way of loans or grants between April 1st, 1941, and January 31st, 1943, 75.
56. As to number of patients in residence in Ontario Hospitals on December 31st, 1942, 75.
57. As to number of mental health clinics in operation in connection with Ontario Hospitals to date, 201.
58. As to amounts paid to or allowed to companies, etc., as fees, commissions or other remuneration for acting as collecting agents re gasoline tax, 76.
59. As to number of persons employed by the Government at the Ontario Hospital at St. Thomas, 141.
60. As to agreements between the Government and the General Timber Company dated March 31st, 1937, and August 4th, 1937, 128.
61. As to educational grants by the Government for fiscal years ending March 31st, 1933, 1936, 1941 and 1942. Return ordered, 108. Returned, 118. (*Sessional Paper No. 56.*)
62. As to quantity of pulpwood exported in fiscal year ending March 31st, 1942, and from April 1st, 1942, to December 31st, 1942, 128.



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63. As to the standard weekly rate respecting patients' maintenance in Ontario Hospitals, 84.
64. As to whether the Western Pulp and Paper Company Limited constructed a pulp plant in or near Fort William or elsewhere in Ontario completing same before November 1st, 1939, 112.
65. As to sales proceedings taken under the Agricultural Development Act since the present Government took office until December 31st, 1942, 153.
66. As to use in Ontario Hospital of the Insulin Shock treatment in cases of schizophrenia, 77.
67. As to employment of District Nurses in connection with the Maternal and Child Hygiene and Public Health Nursing Branch of the Department of Health, 78.
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72. As to capital and ordinary expenditure to December 31st, 1942, on the Ontario Hospital at Brampton, 175.
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88. As to expenditure by the Province and the H.E.P.C. on the Ogoki diversion, 154.
89. As to issue of bonds or debentures by the Hydro-Electric Power Commission since August 1st, 1934, 162.
90. As to the number of patients in residence at the Ontario Hospital at London as of December 31st, 1942, 175.
91. As to payments made to J. L. Grant and W. Falls in connection with the Ontario Hospital at St. Thomas, in each fiscal year from April 1st, 1936, 175.
92. As to amount spent by the Government in supplying Provincial Police, Special Police or otherwise, re Kirkland Lake Strikes, 1941-1942, 84.

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95. As to whether the Soo Pulp Products Limited erected a chemical pulp mill on or before 1st November, 1939, as required by the agreement with the Government dated August 11th, 1937, 116.
96. As to precautionary measures, if any, taken by the Government or the Liquor Control Board re "tied" hotels and beverage rooms in order to prevent financing of hotel operations by brewery and allied interests. Return ordered, 127. Returned, 184. (*Sessional Paper No. 60.*)
97. As to number of radio broadcasts authorized by the Government in relation to tourist publicity or otherwise during the 1942 fiscal year, 100.
98. As to Municipalities still under supervision and the names and salaries of the supervisors in the Department of Municipal Affairs, 102.
99. As to the amount of outstanding Succession Duty Free bonds and stock outstanding as of December 31st, 1942, 100.
100. As to administration and operating expenses in relation to head office, warehouses and stores of the Liquor Control Board in each of the fiscal years ending March 31st, 1937, to 1942 inclusive, 105.
101. As to hours of flying purchased from owners of commercial aircraft during the calendar year 1942, 175.
102. As to sale of Assets of the International Railway Company, Limited, 121.
103. As to total amount paid by the Department of Game and Fisheries to any other Department of the Government re enforcement of Game and Fish laws from December 31st, 1941, to December 31st, 1942, 101.
104. As to number of mining claims staked, leased, patented, in the fiscal years ending March 31st, 1941 and 1942, 166.
105. As to identity of the General Manager or Superintendent of the Niagara Parks Commission, 121.
106. As to the amount received by the Government from annual returns under the Companies' Information Act for the fiscal years ending March 31st, 1939 to 1942 inclusive, 116.

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107. As to composition of the Niagara Parks Commission, 129.
108. As to the indebtedness of the Niagara Parks Commission as of March 31st, 1942, and December 1st, 1942, 122.
109. As to the gross amount spent on the Dominion-Provincial Youth Training Plan in the fiscal years ending March 31st, 1940, 1941 and 1942, etc., 176.
110. As to names, addresses and dates of appointment of each member of the Ontario Board of Parole, 177.
111. As to new buildings or extensions to existing buildings at the Ontario Reformatory, Guelph, since November 1st, 1935, 222.
112. As to number of defalcations in the Provincial Secretary's Department since the present Government took office, 155.
113. As to number of road camps maintained for the detention of prisoners engaged in road construction giving location of each, 142.
114. As to establishment of uniform opening and closing hours for all beverage rooms in Ontario by the Government or the Liquor Control Board, 105.
115. As to total revenue of the Woods and Forests Branch of the Department of Lands and Forests in each of the fiscal years from April, 1935, to March 31st, 1942, 166.
116. As to number of liquor stores in operation in Ontario as of January 1st, 1943, 122.
117. As to number of authorities issued by the Liquor Control Board as of January 1st, 1935, and January 1st, 1943, which were in effect in relation to sale of beer and wine, (a) Standard hotels; (b) Social Clubs; (c) Soldier and Labour Clubs, etc., 106.
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119. As to number of authorities for the sale of liquor in Ontario held by persons born outside of Canada, 122.
120. As to amounts paid as Iron Ore Bounty in each fiscal year since the present Government took office, 130.
121. As to gold production for Ontario for the years 1941 and 1942, 166.

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122. As to gross cost of operating the Industrial Farm at Burwash for the fiscal year ended March 31st, 1942, 194.
123. As to what municipal requests to issue debentures or other securities in relation to borrowings have been refused by the Ontario Municipal Board. Return ordered, 179. Returned, 226. (*Sessional Paper No. 63.*)
124. As to escapes of inmates from gaols, reformatories, industrial farms and prison road camps in each of the fiscal years 1937 to 1942, 186.
125. As to names, addresses and dates of appointment of the members of the Training Schools Advisory Board, 178.
126. As to insurance of all classes placed by the Liquor Control Board in the calendar year 1942, 167.
127. As to refunds in each of the fiscal years 1937 to 1942 by the Government or Liquor Control Board to municipalities re liquor authorities, 131.
128. As to what public buildings and other public works are under construction and probable date of completion, etc., 186.
129. As to what amount has been spent by the Government or any board or commission on the restoration of forts, historical sites, etc., in the Counties of Lincoln and Welland, 123.
130. As to commencing and maximum salary for the position of Deputy Minister of Public Works, 169.
131. As to how many estates paid succession duties to the Province of Ontario between January 1st, 1942, and March 15th, 1943, inclusive, in amounts of (a) between \$25,000 and \$50,000; (b) in excess of \$50,000. Lapsed.
132. As to appeals from the rulings of the Chief Commissioner of the Liquor Control Board in matters coming within his jurisdiction, 143.
133. As to total amount of fire insurance carried on the Parliament Buildings, the East Block and contents of buildings. Lapsed.
134. As to payments of principal and interest made under the Agricultural Development Act in each fiscal year from April 1st, 1935, and in the period April 1st, 1942, to January 31st, 1943, 155.
135. As to number of pupils registered at the school for the Deaf at Belleville when the decision was made to loan the school to the Federal authorities, 131.



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137. As to gross direct debt of the Province as of March 31st, 1943, 132.
138. As to number of students enrolled at (a) The Ontario Agricultural College, (b) The Ontario Veterinary College, 169.
139. As to whether the Government has completed structures on which work was shut down in 1934 at Ontario Hospitals at London, Woodstock, Hamilton, New Toronto. Lapsed.
140. As to total number of employees as of October 31st, 1934, at the Ontario Reformatory, Guelph, The Industrial Farm, Burwash, and the Mercer Reformatory, Toronto, 156.
141. As to whether the Government granted to the Dominion Government use of lands forming part of the Ontario Hospital at London. Lapsed.
142. As to number of individual rural hydro installations over trade in the fiscal years, 1938 to 1942 inclusive, and from April 1st, 1942, to December 31st, 1942, 187.
143. As to when and under what terms was the Ontario Brick and Tile Plant at Mimico loaned to the Dominion Government. Lapsed.
144. As to expenditure on the Queen Elizabeth Way from Toronto to Fort Erie from the time of the inception of the project as a King's Highway to December 31st, 1942. Lapsed.
145. As to use of automobiles by the Hydro-Electric Power Commission in fiscal years 1941 and 1942, 202.
146. As to persons regularly engaged in forest patrol and fire fighting using aeroplanes operated by or under the direction of the Ontario Forest Service in years, 1940, 1941 and 1942. Lapsed.
147. As to mileage and replacement of damaged lighting poles on the Queen Elizabeth Way between Toronto and Fort Erie, 202.
148. As to charges laid against Raymond Jarraway of Neebing Township and Nellie Chicorli of Fort William re giving false information to the Ontario Police Force, 203.
149. As to number of persons in receipt of Old Age Pensions from March 31st, 1938, to January 31st, 1943, 187.
150. As to employment by the Government of special counsel other than Special Crown Prosecutors in each of fiscal years, 1938 to 1943 inclusive. Lapsed.

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151. As to total cost of cut stone used in construction of the Ontario Hospital at St. Thomas and amount paid to each contractor supplying same, 188.
152. As to payments to Mr. A. G. Slaght, K.C., M.P., by the Government between July 11th, 1934, and March 31st, 1943. Lapsed.
153. As to total amount expended to December 31st, 1942, on the Ontario Hospital at St. Thomas, 188.
154. As to number of persons who were wards of the Children's Aid Societies on December 31st, 1942, 188.
155. As to the funded indebtedness of the Temiskaming and Northern Ontario Railway as of March 31st and December 31st, 1942, 223.
156. As to what Department of the Government or Board or Commission is responsible for Construction of the "Mather Park Gate", 194.
157. As to private or "business" cars used in connection with the T. & N. O. Railway. Lapsed.
158. As to efforts to sell the T. & N. O. Railway private car "Whitney", also, as to number of passes issued, also, as to employees' hours, insurance, equipment, etc. Lapsed.
159. As to employment of private architects by the Government or any Board or Commission of the Government between August 1st, 1934, and February 28th, 1943. Lapsed.
160. As to number of persons employed in the Civil Service as of March 31st, 1941, and January 31st, 1943; also, number enlisted for active service. Lapsed.
161. As to number of branches operated by the Province of Ontario Savings Office as of December 31st, 1942, 196.
162. As to total strength of the Provincial Police Force in years 1935 to 1942 inclusive and on December 31st, 1942. Lapsed.
163. As to date on which the barn at the Ontario Hospital, London, was destroyed by fire, 223.
164. As to Treasury Bills issued from April 1st, 1942, to January 31st, 1943. Lapsed.
165. As to number of issues of Province of Ontario Debentures during the fiscal year ended March 31st, 1942, and during the period April 1st, 1942, to January 31st, 1943. Lapsed.

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167. As to what damage has occurred to the stone lions, galleons, etc., on the Henley Course Bridge, St. Catharines, by reason of frost or otherwise, 203.
168. As to amount paid by the Hydro-Electric Power Commission of Ontario for electric lamps in fiscal year ending March 31st, 1942. Lapsed.
169. As to identity of the auditors for the Niagara Parks Commission and payments to, in each of the 1942 and 1943 fiscal years, 204.
170. As to rebuilding of fireplace in office of the Prime Minister, 224.
171. As to payments for advertising or other purposes to a newspaper known as "The Islander". Lapsed.
172. As to estimated annual financial savings to the Government by reason of curtailment or abandonment of services and activities at the Boys' School, Bowmanville, The Girls' School, Galt, the Toronto Normal School, the School for the Deaf, Belleville, the Kemptville Agricultural School, etc., 225.
173. As to amount paid by the Government in fiscal years 1936 to 1942 inclusive as legal fees, costs, damages, etc., re any action against the Government or any member, official or employee. Lapsed.
174. As to amounts paid to coroners called in connection with deaths of patients in Ontario Hospitals and number of calls made from March 1st, 1941, to December 31st, 1942. Lapsed.
175. As to how many patients of non-Canadian birth in Ontario Hospitals were reported by the Ontario Government to the Dominion of Canada with a view to the possibility of deportation. Lapsed.
176. As to purchase of motor cars for use in highway patrol work from March 1st, 1941, to January 31st, 1943. Lapsed.
177. As to identity of members of the Ontario Athletic Commission, indicating the Chairman, Vice-chairman and Secretary, 205.
178. As to contracts awarded to the Frontenac Construction Company, Ltd., since August 1st, 1934, 207.
179. As to quantity of lignite mined by the Government in Northern Ontario fields during the calendar years 1941 and 1942. Lapsed.

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180. As to reconstruction, new construction and improvements on hunting lodge at or near Millard Lake at Burwash Industrial Farm. Lapsed.
181. As to number of permits issued by the Liquor Control Board for fiscal years ending 1941 and 1942 and for period April 1st, 1942, to January 31st, 1943. Lapsed.
182. As to orders and contracts for taking moving pictures in calendar years, 1939 to 1942. Lapsed.
183. As to date of closing the Belmont Industrial Refuge for Females at Toronto. Lapsed.
184. As to number of applications for admission to the Ontario Hospital at Orillia and not accepted as of December 31st, 1942. Lapsed.

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3. Showing the members of the Workmen's Compensation Board with salaries, staff of, and appointments to, 126. Returned, 184. (*Sessional Paper No. 59.*)
4. Showing what precautions are taken to prevent operation of hotels by breweries, etc., 127. Returned, 184. (*Sessional Paper No. 60.*)
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11. Showing what municipal requests to issue debentures have been refused by Ontario Municipal Board, 179. Returned, 226. (*Sessional Paper No. 63.*)

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## SUGAR BEET SUBSIDY ACT, 1943, THE:

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# THAMES RIVER, ACT TO PROVIDE FOR CONTROL OF WATERS IN THE:

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## TRAINING SCHOOLS, ONTARIO:

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Annual report, 173. (*Sessional paper No. 12.*)

## VENEREAL DISEASES PREVENTION ACT, THE:

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## VETERINARY COLLEGE, THE ONTARIO:

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2. Bill (No. 28) to amend, introduced, 39. 2nd Reading, 86. House in Committee, 139. 3rd Reading, 145. Royal Assent, 227. (7 George VI, c. 36.)

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Annual report, 225. (*Sessional paper No. 13.*)

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| No. 1  | Public Accounts of the Province of Ontario for the twelve months ending March 31st, 1942. Presented to the Legislature, February 9th, 1943. <i>Printed.</i>   |
| No. 2  | Estimates of certain sums required for the services of the Province for the year ending March 31st, 1944. Presented to the Legislature, March 19th, 1943. <i>Printed.</i><br><br>Supplementary Estimates for year ending March 31st, 1944. Presented to the Legislature, April 7th, 1943. <i>Printed.</i> |
| No. 3  | Report of the Minister of Lands and Forests of the Province of Ontario for fiscal year ending March 31st, 1942. Presented to the Legislature, April 7th, 1943. <i>Printed.</i>  |
| No. 5  | Report of the Inspector of Legal Offices for the year ending 31st December, 1942. Presented to the Legislature, April 2nd, 1943. <i>Printed.</i>  |
| No. 6  | Report of the Superintendent of Insurance for the year ending December 31st, 1942. Presented to the Legislature, April 9th, 1943. <i>Printed.</i>   |
| No. 7  | Report of the Registrar of Loan Corporations for the year ending December 31st, 1942. Presented to the Legislature, April 9th, 1943. <i>Printed.</i>  |
| No. 8  | Report of the Department of Public Works, Ontario, for twelve months ending the 31st March, 1942. Presented to the Legislature, April 2nd, 1943. <i>Printed.</i>  |
| No. 9  | Annual Report of the Game and Fisheries Department, Ontario, for the fiscal year ended March 31st, 1942. Presented to the Legislature, April 2nd, 1943. <i>Printed.</i>   |
| No. 10 | Report of the Department of Labour of the Province of Ontario, for the fiscal year ending March 31st, 1942. Presented to the Legislature, March 10th, 1943. <i>Printed.</i>   |
| No. 11 | Report of the Department of Education, Ontario, for the year 1942. Presented to the Legislature, April 9th, 1943. <i>Printed.</i>   |

- No. 12 Report of the Board of Governors of the University of Toronto for the year ending June 30th, 1942. Presented to the Legislature, April 7th, 1943. *Printed.*
- No. 13 Report relating to the Registration of Births, Marriages and Deaths in the Province of Ontario for the year ending 31st December, 1942. Presented to the Legislature, April 14th, 1943. *Printed.*
- No. 14 Annual Report of the Department of Health, Ontario, for year 1942. Presented to the Legislature, March 15th, 1943. *Printed.*
- No. 15 Annual Report of the Hospitals Division, Department of Health, upon the Ontario Hospitals for the Mentally Ill, Mentally Defective, Epileptic and Habituate Patients of the Province of Ontario for year ending March 31st, 1942. Presented to the Legislature, March 15th, 1943. *Printed.*
- No. 16 Annual Report of the Hospitals and Sanitoria of the Province of Ontario for the year ending December 31st, 1942. Presented to the Legislature, April 2nd, 1943. *Printed.*
- No. 18 Report upon the Prisons and Reformatories of the Province for the year ending March 31st, 1943. Presented to the Legislature, April 9th, 1943. *Printed.*
- No. 19 Report of the Minister of Public Welfare, Province of Ontario, for the fiscal year 1941-1942. Presented to the Legislature, April 14th, 1943. *Printed.*
- No. 20 Report of the Liquor Control Board of Ontario for twelve months fiscal period ending March 31st, 1942. Presented to the Legislature, March 15th, 1943. *Printed.*
- No. 21 Report of the Minister of Agriculture, Ontario, for the year ending March 31st, 1942. Presented to the Legislature, April 2nd, 1943. *Printed.*
- No. 22 Report upon the Statistics Branch, Department of Agriculture, for the year 1942. Presented to the Legislature, April 9th, 1943. *Printed.*
- No. 23 Annual Report of the Temiskaming and Northern Ontario Railway Commission, for the fiscal year ending March 31st, 1942. Presented to the Legislature, April 14th, 1943. *Printed.*
- No. 24 Annual Report of the Ontario Municipal Board to December 31st, 1942. Presented to the Legislature, April 14th, 1943. *Printed.*
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- No. 26 Annual Report of The Hydro-Electric Power Commission of Ontario for fiscal year ending October 31st, 1942. Presented to the Legislature, April 7th, 1943. *Printed.*
- No. 27 Report of Provincial Auditor, Ontario, 1941-42. Presented to the Legislature, March 19th, 1943. *Printed.*
- No. 28 Report of The Workmen's Compensation Board of Ontario, for the year 1942. Presented to the Legislature, April 14th, 1943. *Printed.*
- No. 29 Report of the Ontario Veterinary College for the year 1942. Presented to the Legislature, April 9th, 1942. *Printed.*
- No. 30 Report on the Distribution of the Sessional Statutes from June 2nd, 1942, to March 31st, 1943. Presented to the Legislature, April 7th, 1943. *Not Printed.*
- No. 31 Report of the Departmental of Municipal Affairs for the year ending March 31st, 1943. Presented to the Legislature, April 14th, 1943. *Not Printed.*
- No. 33 Report of the Secretary and Registrar of the Province of Ontario with respect to the administration of The Companies Act, The Extra Provincial Corporations Act, The Mortmain and Charitable Uses Act and The Companies Information Act for the fiscal year ending March 31st, 1942. Presented to the Legislature, April 9th, 1943. *Not Printed.*
- No. 34 Annual Report of The Commissioner of the Ontario Provincial Police from January 1st, 1942, to December 31st, 1942. Presented to the Legislature, March 19th, 1943. *Printed.*
- No. 36 Annual Report of the Public Service Superannuation Board, Ontario, for the fiscal year ending March 31st, 1942. Presented to the Legislature, March 10th, 1943. *Not Printed.*
- No. 37 Annual Report of the Civil Service Commissioner of Ontario for year ending March 31st, 1942. Presented to the Legislature, March 10th, 1942. *Not Printed.*
- No. 38 Statement of the Legislative grants apportioned to the Rural Public Schools and all Separate Schools for the year 1942, Department of Education. Presented to the Legislature, March 10th, 1943. *Not Printed.*
- No. 39 Order-in-Council under the Guarantee Companies Securities Act re The Wawanesa Mutual Insurance Company. Presented to the Legislature, March 10th, 1943. *Not Printed.*
- No. 40 Report of the Ontario Historical Society for the year ending 31st May, 1942. Presented to the Legislature, March 10th, 1943. *Not Printed.*

- No. 41 Copies of correspondence between the Prime Minister and the Chairman of the Hydro-Electric Power Commission of Ontario regarding the agreement between the Provinces of Ontario and Quebec for the exchange of power development sites on the Ottawa River. Presented to the Legislature, February 11th, 1943. *Not Printed.*
- No. 42 Opinion of the law officers of the Crown on the relative Jurisdictions of the Dominion and Provincial Legislatures on Labour matters. Presented to the Legislature, February 17th, 1943. *Not Printed.*
- No. 43 Correspondence and copies of correspondence between members of the Dominion Government and members of the Ontario Government regarding the agreement for the temporary transfer to the Federal authorities of certain Provincial taxing authorities. Presented to the Legislature, February 19th, 1943. *Not Printed.*
- No. 44 Information regarding persons injured as a result of expulsion from beverage rooms. Presented to the Legislature, March 9th, 1943. *Not Printed.*
- No. 45 Return to an Order of the House dated April 15th, 1942, That there be laid before this House a Return showing: 1. What is the estimated forest area in Ontario burnt over in the calendar year 1941, giving the number of acres in each forest district. 2. What are the estimated total quantities of timber and pulpwood, poles, etc., destroyed and the estimated value thereof and if quantities and values destroyed are not known, state quantities of timber, pulpwood, poles, etc., estimated to be on the burned areas and give value thereof, stating basis for calculations as to value. 3. Were any efforts made to salvage timber and pulpwood damaged by fire; if so, give particulars and specify what part of the salvaged material was required to be manufactured in Ontario and kinds and quantities for which export license was granted or undertaken to be granted. *Mr. Black.* Presented to the Legislature, March 10th, 1943. *Not Printed.*
- No. 46 Return to an Order of the House dated April 15th, 1942, That there be laid before this House a Return showing: 1. Respecting pulpwood concessions of the following companies, namely: Lake Sulphite Pulp Company, Limited; The General Timber Company, Limited; Pulpwood Supply Company, Limited; The Ontario Paper Company, Limited; Huron Forest Products, Limited; Soo Pulp Products, Limited; English River Pulp and Paper Company, Limited; Vermilion Lake Pulp, Limited; Western Pulp, Limited; state with regard to each: (a) area of each concession; (b) area on which annual fire tax is charged; (c) rate of fire tax; (d) area on which ground rent is charged; (e) rate at which ground rent is charged; (f) total amount of fire tax charged to December 31st, 1941; (g) total amount of fire tax paid to December 31st, 1941; (h) total arrears of fire tax as of December 31st, 1941; (i) total amount of ground rent charged to December 31st, 1941; (j) total amount of ground rent paid to December 31st, 1941; (k) total arrears of

ground rent as of December 31st, 1941. *Mr. Downer.* Presented to the Legislature, March 10th, 1943. *Not Printed.*

- No. 47 Return to an Order of the House dated April 15th, 1942, That there be laid before this House a Return showing: 1. In each of the fiscal years ending March 31st, 1940 and 1941: (a) How many parcels of Crown lands were sold for summer resort purposes; (b) What was the average acreage of each parcel; (c) What was the average price per acre and the total proceeds of such sales. 2. In each of the periods mentioned in (1): (a) How many parcels of Crown lands were leased for summer resort purposes; (b) What was the average acreage of each period. 3. In each of the fiscal years ending March 31st, 1940 and 1941: (a) How many parcels of Crown lands were patented for summer resort purposes; (b) What was the average acreage in each parcel and the total acreage patented. *Mr. Elgie.* Presented to the Legislature, March 10th, 1943. *Not Printed.*
- No. 48 Return to an Order of the House dated April 15th, 1942, That there be laid before this House a Return showing: 1. With reference to agreements made in 1936 and 1937 between the Government of the Province of Ontario and: Lake Sulphite Pulp Company, Limited; The General Timber Company, Limited; Pulpwood Supply Company, Limited; The Ontario Paper Company, Limited; Huron Forest Products Company, Limited; Soo Pulp Products, Limited; English River Pulp and Paper Company, Limited; Vermilion Lake Pulp, Limited; Western Pulp and Paper Company, Limited; (a) How many pulp or newsprint mills were required to be constructed; (b) How many pulp or newsprint mills have been completed; (c) What was the gross minimum amount required to be spent in the construction of pulp or newsprint mills; (d) What amount has actually been spent toward construction of pulp or newsprint mills and by what companies; (e) How many barking plants were required to be constructed; (f) How many barking plants actually have been constructed and by what companies; (g) How many logging railways were required to be constructed; (h) How many logging railways have actually been constructed; (i) How many and which of the companies mentioned are in bankruptcy; (j) Which of the companies mentioned have actually commenced construction of pulp or newsprint mills and which have not commenced such construction. 2. With respect to the companies mentioned in (1): (a) What is the total number of cords of pulpwood for which export licenses have been granted between dates of the respective agreements and December 31st, 1941; (b) What is the total number of feet, board measure, of timber for which export licenses have been granted between dates of the respective agreements and December 31st, 1941. *Mr. Elgie.* Presented to the Legislature, March 10th, 1943. *Not Printed.*
- No. 49 Return to an Order of the House dated April 15th, 1942, That there be laid before this House a Return showing: 1. During each of the

fiscal years 1935 to 1941, inclusive, what amount was received by the Province of Ontario from the Government of the Dominion of Canada with respect to fire ranging and general forest protection on Indian lands. 2. In each of the periods mentioned in (1), what was the area of Indian lands given protection and supervision in relation to forest fires by the Provincial Government. 3. For the periods mentioned in (1), what amount was received from railways, specifying, with respect to fire ranging and fire protection generally on their lands and timber limits or pulpwood areas which they received as grants or concessions from the Province. *Mr. Downer.* Presented to the Legislature, March 10th, 1943. *Not Printed.*

No. 50 Return to an Order of the House dated April 15th, 1942, That there be laid before this House a Return showing: 1. What was the total revenue of the Woods and Forests Branch of the Department of Lands and Forests in each fiscal year for the period April 1st, 1936, to December 31st, 1941. 2. In each of the fiscal years mentioned in (1) indicate the sums received as deposits in relation to timber sales and pulp concessions and included as revenue. *Mr. Elgie.* Presented to the Legislature, March 10th, 1943. *Not Printed.*

No. 51 Return to an Order of the House dated March 10th, 1943, That there be laid before this House a Return showing: 1. All advertisements or other notices inviting tenders with respect to repairs, maintenance, new construction, curve rectification, or other works respecting No. 15 King's Highways between Kingston and Seeley's Bay from January 1st, 1941, to January 31st, 1943. 2. A list of all tenders received showing: (a) Name of tenderer; (b) Details of work to be performed, materials to be supplied and any other relevant particulars; (c) Unit prices respecting each item mentioned in (2b); (d) Name of successful tenderer in each instance. *Mr. Doucett.* Presented to the Legislature, March 11th, 1943. *Not Printed.*

No. 52 Copy of letter from Prime Minister to the Prime Minister of Canada regarding the extension of social services. Presented to the Legislature, March 11th, 1943. *Not Printed.*

Answer to Letter of Prime Minister to Prime Minister King regarding the extension of Social Services in Canada. Presented to the Legislature, March 15th, 1943. *Not Printed.*

No. 53 Return to an Order of the House dated April 15th, 1942, That there be laid before this House a Return showing: 1. What cutting rights as to timber or pulpwood have been granted by the present Government to: (a) E. E. Johnson; (b) The Johnson Sawmill Company; (c) The Great Lakes Lumber Company; (d) any company or firm in which E. E. Johnson is a director, officer or partner. 2. With respect to the cutting rights mentioned in (1), state: (a) To whom granted; (b) Date of each license or other authority; (c) Areas covered by each license or other authority;



(d) Kinds and estimated quantities of timber and pulpwood covered by each license or other authority; (e) Rate of dues and rate of bonus in each instance; (f) Particulars as to any renewal undertakings given by the Government. 3. Were the cutting rights in each case disposed of by public tender; if not, state particulars. 4. Are timber and pulpwood cut required to be manufactured within Ontario; if the Manufacturing Conditions have been or are proposed to be abrogated in whole or in part, state particulars. 5. What is the official position of E. E. Johnson with the Great Lakes Lumber Company. 6. What sawmills or pulpmills are operated by the persons, firms or companies mentioned in (1), stating: (a) Location; (b) Daily capacity; (c) When constructed; (d) When placed in operation. 7. With respect to the cutting rights mentioned in (1) what is the rate charged: (a) As to ground rent; (b) As to fire tax. *Mr. Murphy.* Presented to the Legislature, March 15th, 1943. *Not Printed.*

- No. 54 Return to an Order of the House dated April 8th, 1942, That there be laid before this House a Return showing: (a) The number of motor cars and trucks purchased by the Government and by any Board or Commission of the Government, the Hydro-Electric Power Commission of Ontario excepted, from March 1st, 1941, to March 31st, 1942; (b) The Department, Board or Commission for which purchased; (c) Date of purchase; (d) Make of car or truck; (e) Type of car or truck; (f) From whom purchased, with address; (g) Purchase price; (h) Particulars of any trade-in involved; (i) Indicating which of the cars so purchased are still owned by the Government or its Board or Commissions. *Mr. Acres.* Presented to the Legislature, March 15th, 1943. *Not Printed.*
- No. 55 Statement regarding admission of aliens to Ontario Universities. Presented to the Legislature, March 16th, 1943. *Not Printed.*
- No. 56 Return to an Order of the House dated March 30th, 1943, That there be laid before this House a Return showing: 1. What were the total grants paid by the Government for: (a) The fiscal year ended October 31st, 1933; (b) The fiscal year ended March 31st, 1936; (c) The fiscal year ended March 31st, 1941; (d) The fiscal year ending March 31st, 1942; for the following purposes: (a) Public School Grants; (b) Separate School Grants; (c) High School and Collegiate Institute Grants; (d) Agricultural School Grants; (e) Vocational School Grants; (f) University Grants. *Mr. Stewart.* Presented to the Legislature, March 30th, 1943. *Not Printed.*
- No. 57 Annual Report of the Milk Control Board of Ontario for the year ending December 31st, 1942. Presented to the Legislature, April 2nd, 1943. *Not Printed.*
- No. 58 Copies of Orders-in-Council, 1942-1943, pertaining to the Department of Education. Presented to the Legislature, April 2nd, 1943. *Not Printed.*



- No. 59 Return to an Order of the House, dated April 1st, 1943, That there be laid before this House a Return showing: 1. Who are the present members of the Workmen's Compensation Board and what is the salary of each. 2. How many persons are employed by the Workmen's Compensation Board at date. 3. What persons were appointed to the staff of the Workmen's Compensation Board between February 1st, 1942, and January 31st, 1943, specifying: (a) Date of appointment; (b) Address at date of appointment; (c) Commencing salary; (d) Official title. *Mr. Murphy.* Presented to the Legislature, April 8th, 1943. *Not Printed.*
- No. 60 Return to an Order of the House dated April 1st, 1943, That there be laid before this House a Return showing: 1. What precautionary measures, if any, are taken by the Government and the Liquor Control Board in the matter of "tied" hotels and beverage rooms in order to prevent the financing of hotel operations by brewery and allied interests, contrary to The Liquor Control Act (R.S.O. 1937, c. 294, sec. 78, ss. (1) (a). 2. Where a hotel with beverage room authority is owned or operated by an incorporated company, is it the practice of the Government or the Liquor Control Board to require the filing of a properly certified list of shareholders in order to determine the financial interests involved. 3. In relation to hotels with beverage room authorities, does the Government or the Liquor Control Board require a statement from time to time disclosing the actual as well as the ostensible source of ownership. 4. Have any cases of "tied" hotels with beverage rooms been discovered by the present Government, and if so, state how many and the action taken in each instance. *Mr. Stewart.* Presented to the Legislature, April 8th, 1943. *Not Printed.*
- No. 61 Report upon Ontario Training Schools for the year ending March 31st, 1942. Presented to the Legislature, April 9th, 1943. *Printed.*
- No. 62 Annual Report of the Ontario Research Foundation for the year 1942. Presented to the Legislature, April 9th, 1943. *Printed.*
- No. 63 Return to an Order of the House dated April 8th, 1943, That there be laid before the House a Return showing: 1. Since the present Government took office what municipal requests to issue debentures or other securities in relation to borrowings have been refused by the Ontario Municipal Board, specifying: (a) Name of municipality; (b) Amount of proposed issue in each instance; (c) Purpose of proposed borrowing in each instance; (d) Date of each application; (e) Reason for refusal to permit issue of debentures or other securities. *Mr. Elgie.* Presented to the Legislature, April 14th, 1943. *Not Printed.*

## RETURNS ORDERED BUT NOT BROUGHT DOWN

1. Showing: For each of the fiscal years ending March 31st, 1937, to 1942, and in the period April 1st, 1942, to December 31st, 1942, inclusive, the cutting rights granted to companies, firms or individuals as to all classes of timber and including pulpwood, poles and ties, where such cutting rights have been granted on pulpwood concessions and to others than the holders of such concessions, and specifying: (a) Name of pulp concession on which cutting rights granted; (b) To whom cutting rights granted (other than concessionnaire); (c) Date of license or permit; (d) Term of license or permit; (e) Description of area affected; (f) Kinds of timber covered by license or permit; (g) Rates of Crown Dues and of bonus in each instance; (h) Arrangements with the Government as to any export privileges granted or to be granted; (i) Rate of ground rent and by whom paid or payable; (j) Rate of fire tax and by whom paid or payable; and stating in each instance particulars of any objections to the granting of such cutting rights raised by holders of the pulpwood concessions affected.
2. Showing: 1. The estimated forest area in Ontario burnt over in each of the calendar years 1941 and 1942, giving the number of acres in each forest district. 2. The estimated total quantities of timber, pulpwood, etc., destroyed and the estimated value thereof. 3. The nature of efforts made to salvage timber, pulpwood, etc., damaged by fire and specifying what part of the damaged material was required to be manufactured in Ontario and kinds and quantities for which export license was granted or undertaken to be granted.
3. Showing: (a) What beverage rooms are located in the Village of Tavistock; (b) In what hotels such beverage rooms are located; (c) Who are the authority holders in each instance; (d) What complaints have been received by the Liquor Control Board, the Government of the Province of Ontario or by any member or official of the Liquor Control Board or of the Government respecting violations of the law or the regulations by authority holders at Tavistock in the matter of the sale of intoxicating liquor to minors or otherwise, giving particulars of each complaint and particulars of disciplinary action taken by the Liquor Control Board.
4. Showing: 1. All letters, memoranda, reports, findings and documents of whatsoever nature in the possession of the Government or of any member or employee of the Government or of any board or commission of the Government in regard to all circumstances surrounding a fire at the Hotel Avonmore, Toronto, resulting in the deaths of several persons.
5. Showing: 1. What cutting rights as to timber or pulpwood have been granted by the Government between August 1st, 1934, and December 31st, 1942, to: (a) E. E. Johnson; (b) The Johnson Sawmill Company; (c) The Great Lakes Lumber Company; (d) Any firm or company in which E. E. Johnson is a partner, director or officer. 2. With respect to the cutting rights mentioned in (1) showing: (a) To whom granted; (b) Date of each license or other authority; (c) Areas covered by each license or other authority; (d) Kinds and estimated quantities of timber and pulpwood covered by

each license or other authority; (*e*) Rate of dues and bonus in each instance; (*f*) Particulars as to any renewal undertakings given by the Government. 3. Whether cutting rights in each instance were disposed of by public tender; if not, giving particulars and stating by what authority tenders were not called for. 4. Whether timber and pulpwood cut are required to be manufactured within Ontario; if the provisions of the Manufacturing Conditions of The Crown Timber Act have been or are proposed to be abrogated in whole or in part, stating particulars. 5. Stating the position of E. E. Johnson with the Great Lakes Lumber Company. 6. What sawmills or pulpmills are operated by the persons, firms or companies mentioned in (1) and stating: (*a*) Location; (*b*) Daily capacity; (*c*) When constructed; (*d*) When placed in operation. 7. With respect to the cutting rights mentioned in (1), what is the rate charged: (*a*) As to ground rent; (*b*) As to fire tax.

6. Showing: 1. Particulars of all suspensions, cancellations and restorations of authorities in relation to the sale of liquor in hotels and clubs and specifying: (*a*) Name of hotel or club; (*b*) Name of authority holder; (*c*) Address of premises; (*d*) Indicating whether authority suspended or cancelled, with date of suspension or cancellation; (*e*) Reason for suspension or cancellation; (*f*) Whether authority restored, giving reason for restoration, with date.

# JOURNALS

OF THE

# LEGISLATIVE ASSEMBLY

OF THE

# PROVINCE OF ONTARIO

---

TUESDAY, FEBRUARY 9TH, 1943

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PROCLAMATION

ALBERT MATTHEWS

---

CANADA

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PROVINCE OF ONTARIO

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GEORGE THE SIXTH by the Grace of God of Great Britain, Ireland and the British Dominions beyond the Seas KING, Defender of the Faith, Emperor of India.

To Our Faithful, the Members elected to serve in the Legislative Assembly of our Province of Ontario, and to every of you—GREETING.

G. D. CONANT, } **W**HEREAS it is expedient for certain causes and  
*Attorney-General.* } considerations to convene the Legislative Assembly of Our Province of Ontario, WE DO WILL that you and each of you and all others in this behalf interested, on Tuesday, the ninth day of February now next, at Our City of Toronto, personally be and appear for the actual Despatch of Business, to treat, act, do and conclude upon those things which, in Our Legislature of the Province of Ontario, by the Common Council of Our said Province, may by the favour of God be ordained.

HEREIN FAIL NOT.



IN TESTIMONY WHEREOF We have caused these Our Letters to be made Patent and the GREAT SEAL of Our Province of Ontario to be hereunto affixed.

WITNESS:

THE HONOURABLE ALBERT MATTHEWS, LIEUTENANT-GOVERNOR  
OF OUR PROVINCE OF ONTARIO.

At Our City of Toronto, in Our said Province, this twenty-third day of January in the year of Our Lord one thousand nine hundred and forty-three and in the seventh year of Our Reign.

BY COMMAND

C. F. BULMER,  
*Clerk of the Crown in Chancery.*

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Tuesday, the ninth day of February, 1943, being the first day of the Eighth Session of the Twentieth Legislature of the Province of Ontario for the Despatch of Business pursuant to a Proclamation of the Honourable Albert Matthews, Lieutenant-Governor of the Province.

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3 O'CLOCK P.M.

And the House having met,

The Honourable the Lieutenant-Governor of the Province then entered the House and, being seated on the Throne, was pleased to open the Session by the following gracious speech:—

*Mr. Speaker and Gentlemen of the Legislative Assembly:*

When I addressed you at your Session last year I referred to the days of grave peril confronting the allied nations in various parts of the world. The darkest days are, I think, now past and we can face the future more confidently.

This Legislature has no direct authority over, or responsibility for the conduct of the war but inevitably the war affects a great portion of provincial legislation and administration. Some provincial revenues have been surrendered to, and others diminished by, the Dominion Government, while at the same time it has been necessary to meet additional demands on the public services.

The increased demand for electric energy, particularly for war production, has taxed the resources of the Hydro-Electric Power Commission, despite the fact that additional supplies of power totalling 129,000 horsepower were secured for the Southern Ontario System.

There is cause for satisfaction that after discussions which have extended over many years, an agreement has finally been reached which will safeguard the Province's equity in the total power resources of the interprovincial section of the



Ottawa River and will provide for its ultimate development by the Commission. This agreement will be presented to you for ratification.

In Eastern Ontario a new development of 54,000 horsepower of 60-cycle power has been completed at Barrett Chute, together with a storage reservoir at Bark Lake, both on the Madawaska River. In north-western Ontario the Ogoki River diversion is nearing completion. In the Niagara area, with United States co-operation a submerged weir has been constructed above the Canadian falls. This forms part of the plan for preservation of the scenic value of the falls, improves operating conditions at plants in both countries, and provides more power. At DeCew Falls, near St. Catharines, substantial progress has been made on the construction of a new plant of 65,000 horsepower.

In the rural power districts the average power sold to all rural consumers, including war industries situated in rural areas, increased by 5,050 horsepower, or 6.2 per cent in 1942, notwithstanding the fact that due to the regulations of the Dominion Metal Controller it has been necessary largely to suspend extensions of rural services. The total output of all systems operated by the Hydro-Electric Power Commission of Ontario in 1942 showed an increase of 11.5 per cent over the previous year.

At the outbreak of hostilities this Legislature offered complete co-operation with the Dominion Government in the war effort and my Ministers have given effect to the expressed intention and desire of the Legislature in this respect. My Ministers have also devoted study to the matter of post-war problems of reconstruction and rehabilitation. Through the efforts of the Department of Lands and Forests, the sale of the Espanola property, formerly owned by the Abitibi Power and Paper Company, has been effected. The Brompton Pulp and Paper Company has purchased the unfinished Lake Sulphite Plant and the Canadian Splint and Lumber Corporation has taken over the idle ground-wood pulp mill, formerly known as the Northern Ontario Power Company, at New Liskeard. The last-named company will use poplar, of which there are large stands and for which there has been little demand to date. These plants will all come into operation after the war. Soil surveys have been made with a view to segregating agricultural land from forest land which should remain under forest cover. These surveys will be of definite value when additional lands are required for settlement purposes. The Minister of Highways has communicated with all municipalities in the Province to ascertain the highway, bridge and public works construction they may consider advisable for post-war work.

The response of Ontario farmers in 1942 to the call for increased production is best illustrated by the following market figures: 450,000 cattle; 204,000 sheep and lambs; 2,000,000 hogs; 125,000,000 lbs. of cheese; 80,600,000 lbs. of butter; 94,000,000 lbs. of evaporated milk; 14,000,000 lbs. of condensed milk; 11,400,000 lbs. of powdered milk; 70,000,000 lbs. of poultry; and 95,000,000 dozen eggs. To achieve this result, it was necessary to produce one of the largest grain crops ever grown in the province. The farmers of Ontario deserve credit and commendation for this splendid showing with the shortage of labour more acute than ever before. Despite this handicap the 1943 programme calls for still more production, and the Department of Agriculture is organizing to secure greater numbers of high school boys and girls for fruit picking and casual urban labour for harvesting operations. Agricultural War Committees have also been established in each

county to advise and assist farmers on machinery and labour problems. To December 31st, 1942, over \$6,000,000 has been paid for cheese and hog subsidies, which are to be continued this year. In addition, a subsidy has been arranged for sugar beets.

It is estimated that the value of mining production in Ontario in 1942 was more than \$250,000,000. This represents a slight decrease from 1941, largely due to decrease in gold production resulting from the restriction imposed by the Dominion Government, which, however, has been partly offset by the production of other metals. The production of magnesium commenced during the year on a considerable scale near Renfrew. This metal will be used in the manufacture of aeroplanes and incendiary bombs. The Helen Mine continues to increase its output of iron ore. The Josephine Mine, also in Algoma, has gone into production. The most important potential source of iron ore at Steep Rock Lake in the Rainy River District is now almost ready for preparatory development work on its high grade deposit of hematite. Certain changes found to be necessary in the legislation passed last Session ratifying the contracts in connection with the Steep Rock development will be submitted to you.

War activities have increased the problems of sanitation in water supplies, sewerage, housing, milk and food supplies. Constant vigilance has been maintained by health authorities to ensure safety for armed forces, war workers and civilians. The Typhoid death rate in the Province has now been reduced to the lowest figure on record.

The Government's diagnostic laboratories have continued service for the armed forces and during the past year over 328,000 examinations were made.

As a result of the co-operation between the training schools for nurses and the Government, over 400 additional nurses who were urged to begin training at the outbreak of hostilities, graduated during the past year, thus completing their education at a time when they are badly needed both in the armed forces and to meet civilian requirements.

Tuberculosis control will continue to be a major activity of the Government. Despite the temporary loss of personnel to the armed forces, the programme is being extended. During the last year over 50,000 more diagnostic examinations were conducted by the Department than in any previous year. Ontario is among the first large governmental jurisdictions to use extensively the mass x-ray survey method to discover tuberculosis among industrial workers. It is estimated that during the coming year 100,000 more employees in essential war industries will be x-rayed. This is all in addition to the much augmented programme of control which was introduced in July, 1938.

Ontario with one-third of Canada's population, including the larger part of all industry, in the year 1941, for the first time in history had the lowest death rate from tuberculosis in Canada. This should provide sufficient proof that an intensive and well-planned programme of tuberculosis control will yield its own reward.

The Division of Industrial Hygiene has encouraged employers to provide health supervision for employees especially in war industry. It is of special

importance when large numbers of women and older persons are employed, that they be kept fit for work. For this purpose physicians are employed by industry giving about one hour per week per 100 employees, with one nurse for every 500 employees. The advantages to workmen are obvious but management too often is not convinced of the immediate benefit, even when there is a scarcity of labour. Although there is some shortage of full-time physicians available, part-time services of this kind are possible and should be required. The Division of Industrial Hygiene assists industry through its technical staff in developing such a programme, and in the occupational disease problems it encounters. These are many and varied, increased by longer hours, untrained employees and new substances, such as fluorine, solvents, phosphorus, radium, lead, cadmium, and cutting oils which require constant supervision.

Day Nurseries for children whose mothers are engaged in war industry have been established in Toronto under the Department of Public Welfare, and will serve as a personnel training centre for other nurseries which will shortly be opened in various industrial areas. The Department is also making arrangements for increased assistance, where needed, to those in receipt of Old Age Pensions, Pensions for the Blind, and Mothers' Allowances. Ontario is the only province to provide medical care for those in receipt of Old Age Pensions, Mothers' Allowances, and Pensions for the Blind, and the system started last April is working out very satisfactorily.

The Departments of Labour and Education have increased their efforts to train skilled and semi-skilled men for the armed forces and for industry. In addition to instruction in forty-two vocational schools, forty-five schools have been established in industrial plants with special emphasis on foremanship training. Almost 100,000 men and women have been enrolled in these courses, or more than 50% of the Dominion total. Of this number, 23,000 have been trained for the armed forces. Special training is also provided for men discharged from the services. The Regional War Labour Board, established in January last year with the Minister of Labour as chairman, has dealt with more than 6,500 applications under the Wartime Wages Control Order.

By reason of enlistments in the Armed Forces and the attraction of war industries, the Department of Education has experienced difficulty in obtaining an adequate supply of teachers for both the elementary and secondary schools of the Province. Legislation will be submitted to you designed to improve the position of the teaching profession in the community in the hope that it may attract a larger number of the graduates of our secondary schools.

Highway construction undertaken during the past year provided improved transportation facilities for the war industries and military establishments throughout the province. Completion of the connection of the Queen Elizabeth Way with the International Rainbow Bridge at Niagara Falls has made available a modern traffic artery for the use of both nations in their united effort. Attention was also given to improvement of the international routes from the Niagara border to the Windsor and Sarnia areas. In northern Ontario the completion of the grading between Geraldton and Hearst gave Canada its first highway from coast to coast. The work of replacing the existing highway between Madawaska and Barry's Bay, made necessary by Hydro development on Bark Lake, was completed. From Highland Creek to Oshawa and on the highway south from Sarnia, improved roadways were provided for newly established industrial plants.



Ontario municipalities continued to improve their position during the year in relation to their gross debenture debt which stood at \$335,400,000 at the end of 1941, as compared with \$365,570,000 for the previous year and \$483,952,000 in 1934. Provincial grants or subsidies to municipalities totalled \$57,563,000 for the period April 1st, 1935, to March 31st, 1942.

Under the Attorney-General an Anti-Gambling Squad of the Ontario Provincial Police has been constituted to suppress betting and gaming houses. The results of the activities of this Squad have been very satisfactory. More recently a Liquor Squad of the Ontario Provincial Police has also been organized to enforce the provisions of The Liquor Control Act and the regulations thereunder.

The Wartime Alcoholic Beverages Order, 1942, made by the Dominion Government has curtailed the quantity of spirits, wine and beer for consumption during the twelve months following November 1st. Supplies of alcoholic beverages available during the remaining months of that period have thus been greatly reduced necessitating the curtailing of sale during that period. Provincial revenues will thereby be substantially reduced.

Although the distribution and sale of alcoholic beverages in Ontario has been controlled by this Government for many years and my Ministers were assured by the Dominion Government in writing that it was not its intention to interfere with the control by this Government of the sale and distribution of alcoholic beverages, my Ministers were not consulted by the Dominion Government regarding the proposed changes and did not consent thereto. They are considering the serious problems involved in the loss of revenues and likewise means by which alcoholic beverages may be made available to the public. My Ministers are also much concerned with the illegal sale of alcoholic beverages which will inevitably follow this Dominion regulation.

Progress is being made with the lignite development at Onakawana. A processing plant is being constructed and if priorities will permit the purchases of certain construction materials and equipment the plant should be in operation this fall.

There has been a curtailment in the production of lumber and pulp as transfers to war industries and enlistments have reduced the number of workers. Lumber manufactured at the Industrial Farm, Burwash, and usually held for the use of provincial institutions has been diverted for war purposes and logging operations have been enlarged. About 400 prisoners have been released on parole for specific war employment.

In addition to the many provincial buildings loaned to the Dominion, the Girls' School at Galt has been transferred during the past year the work being continued in temporary quarters at Cobourg. Some buildings at the Kemptville Agricultural School have also been transferred.

Revenues of the Temiskaming and Northern Ontario Railway, exceeding six million dollars in 1942, were the highest in its history. Net profits amounted to \$1,300,000.00, which made possible a reduction of \$1,000,000.00 in the bank loan and the retirement of \$120,000.00 of maturing Bonds. All new capital

works were financed from current income. Revenues for the year which will end on March 31st next will be approximately the same but operating expenses will be somewhat higher. Net profits, however, will be well over one million dollars.

Legislation will be introduced to provide that no member of the fighting forces will lose his home and find that his dependents have been evicted where by reason of having entered the armed forces he would, except for this legislation, be deprived of his equity in his home and his right to the possession and enjoyment thereof.

In addition to the legislation already mentioned, Bills will be introduced to extend The Mortgagors' and Purchasers' Relief Act and to amend The Liquor Control Act, Natural Gas Act, Forest Fires Prevention Act, Veterinary Science Practice Act, Workmen's Compensation Act, Factory, Shop and Office Building Act, and various other statutes.

The Public Accounts for the year ending March 31st, 1942, have been issued and estimates for the ensuing year will be placed before you.

In conclusion I trust that Divine Providence may guide your deliberations to the promotion of the public welfare.

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The Honourable the Lieutenant-Governor was then pleased to retire.

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Mr. Speaker informed the House that he had received during the recess of the House, as provided by Subsection 1 of Section 32 of The Legislative Assembly Act, notification of a vacancy which had occurred in the Membership of the House by reason of the death of Mr. Frank Spence, Member for the Electoral District of Fort William and had addressed his Warrant to the Clerk of the Crown in Chancery for the issue of a writ for the election of a Member to serve in the present Legislature for the said Electoral District of Fort William.

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*To the Honourable James H. Clark, K.C.,  
Speaker of the Legislative Assembly of Ontario.*

We, the undersigned George A. Drew, Member of the said Legislative Assembly for the Electoral District of Simcoe East, and George S. Henry, Member of the said Legislative Assembly for the Electoral District of York East, do hereby notify you that a vacancy has occurred in the representation in the said Legislative Assembly for the Electoral District of Fort William by reason of the death of Frank Spence, Member for the said Electoral District of Fort William.



In Witness whereof we have hereunto set our hands and seals on this ninth day of February in the year of our Lord one thousand nine hundred and forty-three.

Signed and Sealed in  
the Presence of

JAMES F. CASSIDY.

GEORGE A. DREW.

(Seal)

GEORGE S. HENRY.

(Seal)

The following Bill was introduced and read for the first time:—

Bill (No. 25), intituled, "An Act respecting the Water Powers of the River Ottawa." *Mr. Conant.*

*Ordered,* That the Bill be read a second time to-morrow.

Mr. Conant moved, seconded by Mr. Hepburn (Elgin),

That the Speech of the Honourable the Lieutenant-Governor be taken into consideration on a day to be fixed by resolution of this House at a later date, and a debate having arisen, after some time, the Motion being put was carried on the following Division:—

# YEAS

Anderson	Fairbank	MacGillivray
Armstrong	Fletcher	MacKay
Baker	Gardhouse	Mercer
Ballantyne	Glass	Miller
Bégin	Gordon	Murray
Belanger	Guthrie	McArthur
Bethune	Habel	McEwing
Blakelock	Hagey	McQuesten
Bradley	Heenan	Newlands
Brownridge	Hepburn	Nixon
Carr	(Elgin)	(Brant)
Cholette	Hipel	Nixon
Conant	Houck	(Temiskaming)
Cox	Hunter	Oliver
Croome	Kelly	Patterson
Cross	King	Sinclair
Dewan	Kirby	Smith
Dickson	Laurier	Strachan
Duncan	Macfie	Trottier—54

## NAYS

Acres	Elgie	Murphy
Arnott	Frost	Reynolds
Challies	Henry	Stewart
Doucett	Hepburn	Summerville
Drew	(Prince Edward-Lennox)	Welsh—18
Duckworth	Kennedy	
Dunbar	Macaulay	

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On motion of Mr. Conant, seconded by Mr. Hipel,

*Ordered*, That Select Committees of this House, for the present Session, be appointed for the following purposes: 1. On Privileges and Elections; 2. On Education; 3. On Miscellaneous Private Bills; 4. On Standing Orders; 5. On Public Accounts; 6. On Printing; 7. On Municipal Law; 8. On Legal Bills; 9. On Agriculture and Colonization; 10. On Fish and Game; 11. On Labour.

Which said Committees shall severally be empowered to examine and enquire into all such matters and things as shall be referred to them by the House and to report from time to time their observations and opinions thereon, with power to send for persons, papers and records.

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The Provincial Secretary presented to the House, by command of the Honourable the Lieutenant-Governor:—

Public Accounts of the Province of Ontario for the twelve months ending March 31st, 1942. (*Sessional Papers No. 1.*)

*Ordered*, That the Public Accounts of the Province be referred to the Standing Committee on Public Accounts.

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The House then adjourned at 4.15 p.m.

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WEDNESDAY, FEBRUARY 10TH, 1943

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PRAYERS.

3 O'CLOCK P.M.

The following Petitions were severally brought up and laid upon the Table:—

By Mr. Fairbank, the Petition of the Corporation of the Town of Petrolia.

By Mr. Cox, the Petition of the Corporation of the City of Fort William.

By Mr. Freeborn, the Petition of Canada Permanent Trust Company and Roy Varey Sawtell as Trustees.

By Mr. Anderson, the Petition of the Corporation of the City of St. Catharines.

By Mr. Newlands, the Petition of the Babies' Dispensary Guild, Hamilton; also, the Petition of the Corporation of the City of Hamilton.

By Mr. Fletcher, the Petition of the Corporation of the Town of Leamington.

By Mr. Carr, the Petition of the Corporation of the Village of Norwood.

By Mr. Acres, the Petition of the Corporation of the Township of Osgoode and the Corporation of the Township of Gloucester.

By Mr. Cooper, the Petition of the Corporation of the City of Sudbury.

By Mr. Miller, the Petition of the Corporation of the Township of Tarentorous.

By Mr. Henry, the Petition of the Corporation of the Township of East York.

By Mr. Brownridge, the Petition of the United Counties of Stormont, Dundas and Glengarry.

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The following Bill was introduced and read the first time:—

Bill (No. 26), intituled, "An Act respecting the Hydro-Electric Power Commission of Ontario, Steep Rock Iron Mines, Limited, and the Ontario-Minnesota Pulp and Paper Company, Limited." *Mr. Houck.*

*Ordered*, That the Bill be read the second time to-morrow.

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The Order of the Day for the second reading of Bill (No. 25), An Act respecting the Water Powers of the River Ottawa, having been read,

And a Debate having arisen, after some time, it was, on the motion of Mr. Drew,

*Ordered*, That the Debate be adjourned.

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The House then adjourned at 4.55 p.m.

THURSDAY, FEBRUARY 11TH, 1943.

PRAYERS.

3 O'CLOCK P.M.

The following Petitions were read and received:—

Of the Corporation of the Town of Petrolia, praying that an Act may pass authorizing the applicants to grant a fixed assessment to the Canadian Oil Companies, Limited

Of the Corporation of the City of Fort William, praying that an Act may pass empowering the said Corporation to exchange tax sale lands for other lands

Of the Canada Permanent Trust Company and Roy Varey Sawtell as Trustees, praying that an Act may pass terminating the corporate existence of the Woodstock, Thames Valley and Ingersoll Electric Railway Company.

Of the Corporation of the City of St. Catharines, praying that an Act may pass giving the Corporation power to establish minimum housing standards and for other purposes.

Of the Babies' Dispensary Guild, Hamilton, praying that an Act may pass authorizing the petitioners to transfer all its assets to the City of Hamilton for administration by the Hamilton General Hospital.

Of the Corporation of the Town of Leamington, praying that an Act may pass validating certain tax arrears certificates registered previous to October 10th, 1941.

Of the Corporation of the Village of Norwood, praying that an Act may pass empowering the said Village to purchase the Norwood Skating and Curling Rink.

Of the Corporation of the Township of Osgoode and the Corporation of the Township of Gloucester, praying that an Act may pass for the purpose of dividing Long Island in the Rideau River between the two Townships.

Of the Corporation of the City of Sudbury, praying that an Act may pass authorizing the levying of a special tax and to validate by-laws for a drainage scheme.

Of the Corporation of the Township of Tarentorus, praying that an Act may pass authorizing the division of the said Township into four wards.

Of the Corporation of the Township of East York, praying that an Act may pass prohibiting the annexation of any part of the said Township to any adjoining municipality for a period of five years.

Of the Corporation of the United Counties of Stormont, Dundas and Glengarry, praying that an Act may pass to validate by-law No. 2818 of the said



United Counties equalizing the assessment of the various municipalities in the Counties.

Of the Corporation of the City of Hamilton, praying that an Act may pass validating by-law No. 5345 of the Petitioner to annex a portion of the Township of Saltfleet to the said City.

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The following Bill was introduced and read the first time:—

Bill (No. 27), intituled, "An Act to authorize the Suspension of Provisions of the Natural Gas Conservation Act for the continuance of the present War."  
*Mr. Laurier.*

*Ordered,* That the Bill be read the second time to-morrow.

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On motion of Mr. Conant, seconded by Mr. Hepburn (Elgin),

*Ordered,* That a Select Committee of nine Members be appointed to prepare and report with all convenient dispatch list of the members to compose the Select Standing Committees ordered by this House, such committee to be composed as follows:—

Messrs. Freeborn (Chairman), Campbell (Kent East), Carr, Glass, Henry, Kennedy, Hipel, Oliver and Strachan.

The quorum of the said Committee to consist of three Members.

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On motion of Mr. Conant, seconded by Mr. Hipel,

*Ordered,* That a Select Committee be appointed to direct the expenditure of any sum set apart in the estimates for art purposes, to be composed as follows:—

Messrs. Hunter (Chairman), Belanger, Black, Kelly, Kennedy, McQuesten, Murray, Oliver and Patterson.

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On motion of Mr. Conant, seconded by Mr. Hepburn (Elgin),

*Ordered,* That a Select Committee be appointed to act with Mr. Speaker in the control and management of the Library, to be composed as follows:—

Messrs. Armstrong (Chairman), Arnott, Belanger, Black, Duncan, Fairbank, Henry, King and Laurier.

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The Order of the Day for the second reading of Bill (No. 25), An Act respecting the Water Powers of the River Ottawa, having been read,

And a Debate having arisen, after some time, it was, on the motion of Mr. Hepburn (Elgin),

*Ordered*, That the Debate be adjourned.

During the debate on the motion for the second reading of Bill (No. 25), "An Act respecting the Water Powers of the River Ottawa," the Prime Minister tabled copies of correspondence between him and the chairman of the Hydro-Electric Power Commission of Ontario regarding the agreement between the Provinces of Ontario and Quebec for the exchange of power development sites on the Ottawa River. (*Sessional Paper No. 41.*)

The House then adjourned at 10.25 p.m.

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FRIDAY, FEBRUARY 12TH, 1943.

PRAYERS

3 O'CLOCK P.M.

The Order of the Day for resuming the Adjourned Debate on the Motion for the Second Reading of Bill (No. 25), An Act respecting the Water Powers of the River Ottawa, having been read,

The Debate continued, and after some time, Mr. Welsh moved in amendment, seconded by Mr Drew,

That Bill (No. 25), "An Act respecting the Water Powers of the River Ottawa" be not now read a second time but be referred to a Special Committee of this House with instructions to consider the same and to report back to the House the results of their deliberations.

Which said Committee shall have power to examine witnesses under oath and to send for persons, papers and records.

The Debate continued, and after some time, the Amendment to the Motion having been put was lost on the following Division:—

YEAS

Acres  
Black  
Challies  
Doucett  
Drew  
Duckworth

Dunbar  
Hepburn  
(Prince Edward-Lennox)  
Kennedy  
Macaulay

Murphy  
Reynolds  
Stewart  
Summerville  
Welsh—15

## NAYS

Anderson	Dickson	Hunter
Armstrong	Duncan	King
Ballantyne	Fairbank	Kirby
Belanger	Fletcher	Laurier
Bethune	Freeborn	MacGillivray
Blakelock	Gardhouse	Miller
Bradley	Glass	Murray
Brownridge	Gordon	McArthur
Campbell	Guthrie	McQuesten
(Kent, East)	Habel	Newlands
Carr	Hagey	Nixon
Conant	Heenan	(Brant)
Cooper	Hepburn	Oliver
Cox	(Elgin)	Patterson
Croome	Hipel	Sinclair
Cross	Houck	Strachan—46
Dewan		

## PAIRS

Henry	Kelly
Frost	Macfie

The motion for the Second Reading of Bill (No. 25), An Act respecting the Water Powers of the River Ottawa, having then been put was carried on the following Division:—

## YEAS

Anderson	Dickson	Hunter
Armstrong	Duncan	King
Ballantyne	Fairbank	Kirby
Belanger	Fletcher	Laurier
Bethune	Freeborn	MacGillivray
Blakelock	Gardhouse	Miller
Bradley	Glass	Murray
Brownridge	Gordon	McArthur
Campbell	Guthrie	McQuesten
(Kent, East)	Habel	Newlands
Carr	Hagey	Nixon
Conant	Heenan	(Brant)
Cooper	Hepburn	Oliver
Cox	(Elgin)	Patterson
Croome	Hipel	Sinclair
Cross	Houck	Strachan—46
Dewan		

## NAYS

Acres	Dunbar	Murphy
Black	Hepburn	Reynold
Challies	(Prince Edward-Lennox)	Stewart
Doucett	Kennedy	Summerville
Drew	Macaulay	Welsh—15
Duckworth		

## PAIRS

Kelly  
MacfieHenry  
Frost

And the Bill was accordingly read a second time, and was referred to the Committee of the Whole House on Monday next.

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The following Bills were severally read the second time:—

Bill (No. 26), An Act respecting the Hydro-Electric Power Commission of Ontario, Steep Rock Iron Mines, Limited, and the Ontario-Minnesota Pulp and Paper Company, Limited.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 27), An Act to authorize the Suspension of Provisions of The Natural Gas Conservation Act for the continuance of the present war.

Referred to a Committee of the Whole House on Monday next.

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The House then adjourned at 5.05 p.m.

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MONDAY, FEBRUARY 15TH, 1943

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3 O'CLOCK P.M.

The Clerk informed the House that Mr. Speaker, being ill, was unable to preside at to-day's sitting and it would be necessary to select a member to preside in his stead.

On motion by Mr. Conant, seconded by Mr. Hipel, it was ordered That Mr. Carr be appointed to act as Speaker pro tem.

PRAYERS.

3.05 O'CLOCK P.M.

On motion of Mr. Conant, seconded by Mr. Hepburn (Elgin),

*Ordered*, That Mr. Patterson be appointed Chairman of the Committee of the Whole House for the present Session.

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The House resolved itself into a Committee to consider Bill (No. 25), An Act respecting the Water Powers of the River Ottawa, and, after some time

spent therein. Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report progress, and directed him to ask for leave to sit again.

*Resolved*, That the Committee have leave to sit again to-morrow.

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The House resolved itself into a Committee to consider Bill (No. 26), An Act respecting the Hydro-Electric Power Commission of Ontario, Steep Rock Iron Mines, Limited, and the Ontario-Minnesota Pulp and Paper Company, Limited, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill without any amendment.

*Ordered*, That the Bill be read the third time to-morrow.

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The House resolved itself into a Committee to consider Bill (No. 27), An Act to authorize the Suspension of Provisions of The Natural Gas Conservation Act for the continuance of the present war, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill without any amendment.

*Ordered*, That the Bill be read the third time to-morrow.

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The House then adjourned at 5.40 p.m.

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TUESDAY, FEBRUARY 16TH, 1943

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3 O'CLOCK P.M.

The following Bills were severally read the third time and were passed:—

Bill (No. 26), An Act respecting the Hydro-Electric Power Commission of Ontario, Steep Rock Iron Mines, Limited, and the Ontario-Minnesota Pulp and Paper Company, Limited.

Bill (No. 27), An Act to authorize the Suspension of Provisions of The Natural Gas Conservation Act for the continuance of the present war.

---

The House then adjourned at 3.05 p.m.



WEDNESDAY, FEBRUARY 17TH, 1943

PRAYERS.

3 O'CLOCK P.M.

The motion by Mr. Conant, seconded by Mr. Heenan,

"That a Select Committee, to be named by the Prime Minister, be appointed for the purpose of enquiring into and reporting back to this House regarding collective bargaining between employers and employees in respect to terms and conditions of employment.

The said Committee to have authority to sit concurrently with the sittings of the House and to hold both morning and afternoon sessions during any adjournment of the House and with power to send for persons, papers and things and to examine witnesses under oath."

having been called, and a debate having arisen, after some time Mr. Kennedy moved an amendment, seconded by Mr. Drew,

THAT the word "Select" in the first line of the resolution be stricken out and all words after the word "of" in the second line and that the following words be substituted therefor:

"making inquiries and recommending the best methods for improving the relations between labour and management, assuring maximum war production and at the same time giving effective protection to the workers.

THAT the said Committee be composed of equal numbers of employees, employers and members of this Legislature.

AND THAT the said Committee have authority to send for persons papers and things and to examine witnesses under oath."

On motion of Mr. Drew the debate was adjourned.

The Honourable the Provincial Treasurer tabled an opinion by law officers of the Crown on the relative jurisdictions of the Dominion and Provincial Legislatures on Labour Matters. (*Sessional Papers No. 42.*)

The House then adjourned at 10.40 p.m.

THURSDAY, FEBRUARY 18TH, 1943

PRAYERS.

3 O'CLOCK P.M.

The Order for resuming the Adjourned Debate on the amendment to the Motion

"That a Select Committee, to be named by the Prime Minister, be appointed for the purpose of enquiring into and reporting back to this House regarding collective bargaining between employers and employees in respect to terms and conditions of employment.

The said Committee to have authority to sit concurrently with the sittings of the House and to hold both morning and afternoon sessions during any adjournment of the House and with power to send for persons, papers and things and to examine witnesses under oath."

having been called,

The amendment was presented for consideration as follows:—

THAT the word "Select" in the first line of the resolution be stricken out and all words after the word "of" in the second line and that the following words be substituted therefor:

"making inquiries and recommending the best methods for improving the relations between labour and management, assuring maximum war production and at the same time giving effective protection to the workers.

THAT the said Committee be composed of equal numbers of employees, employers and members of this Legislature.

AND THAT the said Committee have authority to send for persons, papers and things and to examine witnesses under oath."

Mr. Hepburn (Elgin) raised the point of order that the amendment as offered was not admissible under the rules of the Assembly as it presumed to delegate to non-members authority which could only be delegated to members of the Assembly.

Mr. Speaker ruled that the amendment offered by Messrs. Kennedy and Drew was out of order and could not be accepted.

Mr. Kennedy then moved, seconded by Mr. Drew: That all the words in the Resolution after the word "purpose" in the third line be stricken out and the following substituted therefor:

"of calling a conference to be known as the Ontario Labour Relations Conference to which will be invited an equal number of employees and employers, the number in each case to be the same as the number appointed to the select committee.

The said Conference to enquire into Labour Relations generally and to recommend the best methods for improving the relations between labour and management, assuring maximum war production and at the same time giving effective protection to the workers."

Mr. Speaker ruled that the proposed amendment was not acceptable as, in his opinion, it repeated, in different terms, the subject matter of the amendment already disposed of.

Mr. Drew appealed against Mr. Speaker's ruling and on the Question, "Shall the ruling of the Speaker be sustained?" Mr. Speaker was upheld on the following Division:—

## YEAS

Anderson	Fletcher	Macfie
Ballantyne	Freeborn	MacKay
Bégin	Gardhouse	Mercer
Bethune	Glass	Miller
Blakelock	Gordon	Murray
Bradley	Guthrie	McArthur
Campbell	Habel	McEwing
(Kent, East)	Hagey	McQuesten
Carr	Heenan	Newlands
Cholette	Hepburn	Nixon
Cooper	(Elgin)	(Brant)
Cox	Hipel	Nixon
Croome	Houck	(Temiskaming)
Cross	Hunter	Oliver
Dewan	Kelly	Sinclair
Dickson	King	Strachan
Duncan	Laurier	Trottier—48
Fairbank		

## NAYS

Acres	Frost	Macaulay
Arnott	Henry	Murphy
Challies	Hepburn	Stewart
Drew	(Prince Edward-Lennox)	Summerville
Duckworth	Kennedy	Welsh—15
Elgie		

## PAIRS

Smith — Reynolds

The motion

"That a Select Committee, to be named by the Prime Minister, be appointed for the purpose of enquiring into and reporting back to this House regarding collective bargaining between employers and employees in respect to terms and conditions of employment.

The said Committee to have authority to sit concurrently with the sittings of the House and to hold both morning and afternoon sessions during any adjournment of the House and with power to send for persons, papers and things and to examine witnesses under oath."

having then been put was carried on the following Division:—

## YEAS

Anderson	Fletcher	Macfie
Ballantyne	Freeborn	MacKay
Bégin	Gardhouse	Mercer
Bethune	Glass	Miller
Blakelock	Gordon	Murray
Bradley	Guthrie	McArthur
Campbell	Habel	McEwing
(Kent, East)	Hagey	McQuesten
Carr	Heenan	Newlands
Cholette	Hepburn	Nixon
Cooper	(Elgin)	(Brant)
Cox	Hipel	Nixon
Croome	Houck	(Temiskaming)
Cross	Hunter	Oliver
Dewan	Kelly	Sinclair
Dickson	King	Strachan
Duncan	Laurier	Trottier—48
Fairbank		

## NAYS

Acres	Frost	Macaulay
Arnott	Henry	Murphy
Challies	Hepburn	Stewart
Drew	(Prince Edward-Lennox)	Summerville
Duckworth	Kennedy	Welsh—15
Elgie		

## PAIRS

Smith — Reynolds

and it was.

*Ordered.* "That a Select Committee, to be named by the Prime Minister, be appointed for the purpose of enquiring into and reporting back to the House regarding collective bargaining between employers and employees in respect to terms and conditions of employment.

The said Committee to have authority to sit concurrently with the sittings of the House and to hold both morning and afternoon sessions during any adjournment of the House and with power to send for persons, papers and things and to examine witnesses under oath." *Mr. Conant.*

The House again resolved itself into a Committee to consider Bill (No. 25), An Act respecting the Water Powers of the River Ottawa, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Carr reported, That the Committee had directed him to report the Bill with certain amendments.

*Ordered*, That the amendments be taken into consideration forthwith.

The amendments, having been read the second time, were agreed to.

*Ordered*, That the Bill be read the third time to-morrow.

The House then adjourned at 9.45 p.m.

## FRIDAY, FEBRUARY 19TH, 1943

PRAYERS.

3 O'CLOCK P.M.

The Order of the Day for the third reading of Bill (No. 25), An Act respecting the Water Powers of the River Ottawa having been read,

Mr. Conant moved, That the Bill be now read the third time.

Mr. Drew moved in amendment, seconded by Mr. Kennedy,

That this Bill be not now read a third time but be read a third time this day one month hence.

And the amendment to the Motion, having been put, was lost on the following Division:—

### YEAS

Acres	Dunbar	Macaulay
Arnott	Elgie	Murphy
Challies	Frost	Stewart
Doucett	Hepburn	Summerville
Drew	(Prince Edward-Lennox)	Welsh—16
Duckworth	Kennedy	

### NAYS

Anderson	Dewan	Hipel
Ballantyne	Dickson	Houck
Bethune	Duncan	Hunter
Blakelock	Fairbank	Kelly
Bradley	Freeborn	Kirby
Carr	Gardhouse	Laurier
Cholette	Glass	MacKay
Conant	Guthrie	Mercer
Cooper	Habel	Miller
Cox	Heenan	McArthur
Croome	Hepburn	McQuesten
Cross	(Elgin)	Strachan—35



## PAIRS

Henry	—	Gordon
Black	—	Smith
Reynolds	—	Armstrong

The Motion for the third reading then being put was carried on the following Division:—

## YEAS

Anderson	Dewan	Hipel
Ballantyne	Dickson	Houck
Bethune	Duncan	Hunter
Blakelock	Fairbank	Kelly
Bradley	Freeborn	Kirby
Carr	Gardhouse	Laurier
Cholette	Glass	MacKay
Conant	Guthrie	Mercer
Cooper	Habel	Miller
Cox	Heenan	McArthur
Croome	Hepburn	McQuesten
Cross	(Elgin)	Strachan—35

## NAYS

Acres	Dunbar	Macaulay
Arnott	Elgie	Murphy
Challies	Frost	Stewart
Doucett	Hepburn	Summerville
Drew	(Prince Edward-Lennox)	Welsh—16
Duckworth	Kennedy	

## PAIRS

Gordon	—	Henry
Smith	—	Black
Armstrong—		Reynolds

And the Bill was accordingly read the third time and was passed.

His Honour the Lieutenant-Governor entered the Chamber of the Legislative Assembly and took his Seat upon the Throne.

Mr. Speaker then addressed His Honour as follows:—

*May it please Your Honour:*

The Legislative Assembly of the Province has, at its present Sittings, passed certain Bills to which, on behalf and in the name of the said Assembly, I respectfully request Your Honour's Assent.

The Clerk Assistant then read the titles of the Bills that had passed as follows:—

An Act respecting the Water Powers of the River Ottawa.

An Act respecting the Hydro-Electric Power Commission of Ontario, Steep Rock Iron Mines, Limited, and the Ontario-Minnesota Pulp and Paper Company, Limited.

An Act to authorize the Suspension of Provisions of The Natural Gas Conservation Act during the continuance of the present war.

To these Bills the Royal Assent was announced by the Clerk of the Legislative Assembly in the following words:—

In His Majesty's name, His Honour the Lieutenant-Governor doth assent to these Bills.

His Honour was then pleased to retire.

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Mr. Conant moved, seconded by Mr. Hipel,

That when this Assembly adjourns the present day's sitting thereof it do stand adjourned until Tuesday, the Ninth day of March next.

And a debate having arisen, after some time, the Motion having been put, was declared to be carried.

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On motion by Mr. Conant, seconded by Mr. Hipel,

*Ordered*, That Rules No. 63 and No. 64 of this House be suspended for the present Session in this, that the dates set therein for receiving petitions for Private Bills, presentation of Private Bills, receiving reports of Committees on Private Bills and depositing Private Bills with the Clerk shall apply as from Tuesday, the Ninth day of March next, as though that day were the day set for the official opening of the present Session of this Assembly, and notwithstanding the provisions of Section 3 of Rule 64 no penalties shall attach to any Private Bill as a result of the operation of this resolution.

During the course of the debate on the motion for the adjournment of the House Mr. Hepburn (Elgin) tabled correspondence and copies of correspondence between members of the Dominion Government and members of the Ontario Government regarding the agreement for the temporary transfer to the Federal authorities of certain Provincial taxing authorities. (*Sessional Papers No. 43.*)

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The House then adjourned at 5.20 p.m.

TUESDAY, MARCH 9TH, 1943

PRAYERS.

3 O'CLOCK P.M.

The following Petitions were severally brought up and laid upon the Table:—

By Mr. Arnott, the Petition of the Rector of the St. Thomas Church, Belleville, and the Incorporated Synod of the Diocese of Ontario.

By Mr. Gardhouse, the Petition of the Corporation of the Township of Etobicoke.

By Mr. Strachan, the Petition of the Corporation of the City of Toronto.

By Mr. Patterson, the Petition of the Corporation of the City of Peterborough.

On motion of Mr. Conant, seconded by Mr. Hipel,

*Ordered*, That the Speech of the Honourable the Lieutenant-Governor be taken into consideration to-day.

OFFICE OF  
THE PRIME MINISTER AND  
PRESIDENT OF THE COUNCIL

TO: Major Alex. C. Lewis,  
Clerk of the Legislative Assembly.

PURSUANT to a resolution passed in the Legislative Assembly of the Province of Ontario on Thursday, February 18th, 1943,—

“That a Select Committee, to be named by the Prime Minister, be appointed for the purpose of enquiring into and reporting back to the House regarding collective bargaining between employers and employees in respect to terms and conditions of employment.

“That said Committee to have authority to sit concurrently with the sittings of the House and to hold both morning and afternoon sessions during any adjournment of the House and with power to send for persons, papers and things and to examine witnesses under oath.”

I hereby nominate and appoint the following to constitute the Select Committee authorized by the said resolution,—

Hon. J. H. Clark, M.P.P., Chairman, Windsor-Sandwich Riding;  
Mr. E. J. Anderson, M.P.P., Welland Riding;

Mr. W. J. Gardhouse, M.P.P., York West Riding;  
 Mr. J. A. A. Habel, M.P.P., Cochrane North Riding;  
 Mr. H. L. Hagey, M.P.P., Brantford Riding;  
 Mr. John Newlands, M.P.P., Hamilton Centre Riding;  
 Mr. F. R. Oliver, M.P.P., Grey South Riding;  
 Mr. J. P. MacKay, M.P.P., Hamilton East Riding;  
 Mr. T. P. Murray, M.P.P., Renfrew South Riding.

G. D. CONANT,  
 Premier.

Toronto, February 24th, 1943.

Mr. Frost asked the following Question (No. 1):—

1. What was the total revenue from the sale of power by the Eastern Ontario Hydro System for the Hydro year 1942. 2. What are the total reserves for same system, same period in (a) sinking funds; (b) depreciation; (c) contingencies; (d) rate stabilization.

The Honourable the Prime Minister replied as follows:—

1. \$5,195,877.62. 2. Figures not yet available.

Mr. Frost asked the following Question (No. 2):—

1. What was the 20-minute peak demand in horsepower, primary and combined primary and secondary, each month from January, 1942, to December, 1942, inclusive, on the Eastern Ontario System.

The Honourable the Prime Minister replied as follows:

1.— EASTERN ONTARIO SYSTEM

#### TWENTY-MINUTE PEAKS IN HORSEPOWER

1942	Total Primary	Total Primary and Secondary
January.....	180,976 H.P.	180,976 H.P.
February.....	171,413 "	175,220 "
March.....	172,692 "	175,011 "
April.....	170,958 "	172,077 "
May.....	180,696 "	180,696 "
June.....	180,460 "	180,460 "
July.....	174,084 "	174,084 "
August.....	175,965 "	175,965 "
September.....	186,177 "	186,177 "
October.....	176,895 "	176,895 "
November.....	182,677 "	182,677 "
December.....	183,039 "	183,039 "

Mr. Frost asked the following Question (No. 3):—

1. Give the names of each power plant in Ontario generating power for (a) Niagara System; (b) Eastern Ontario System, stating (1) maximum normal plant capacity, (2) actual 20-minute peak load generated for months of November, 1942, December, 1942.

The Honourable the Prime Minister replied as follows:

1 (a)	NIAGARA SYSTEM			
	(1)		(2)	
	MAXIMUM NORMAL PLANT CAPACITY		ACTUAL 20-MINUTE PEAK LOAD GENERATED	
	Nov. 1942	Dec. 1942	Nov. 1942	Dec. 1942
(Commission-owned Stations)				
Queenston.....	500,000 H.P.	500,000 H.P.	485,255 H.P.	489,276 H.P.
Ontario Power.....	180,000 "	180,000 "	182,038 "	182,306 "
Toronto Power.....	150,000 "	150,000 "	144,504 "	137,802 "
Chats Falls (Comm'n half) ..	108,000 "	108,000 "	113,271 "	112,601 "
DeCew Falls.....	50,000 "	50,000 "	46,917 "	48,660 "
(b) EASTERN ONTARIO SYSTEM				
Sidney.....	4,500 H.P.	4,500 H.P.	5,027 H.P.	5,127 H.P.
Frankford.....	3,500 "	3,500 "	3,720 "	3,820 "
Sills Island.....	2,100 "	2,100 "	2,252 "	2,151 "
Meyersburg.....	7,000 "	7,000 "	7,842 "	7,842 "
Hague's Reach.....	4,500 "	4,500 "	4,759 "	5,027 "
Ranney Falls.....	11,500 "	11,500 "	11,944 "	11,877 "
Seymour.....	4,200 "	4,200 "	4,357 "	4,290 "
Heely Falls.....	15,300 "	15,300 "	15,885 "	15,885 "
Auburn.....	2,400 "	2,400 "	2,661 "	2,520 "
Douro.....	900 "	900 "	724 "	737 "
Lakefield.....	2,300 "	2,300 "	2,574 "	2,614 "
Young's Point.....	500 "	500 "	523 "	523 "
Fenelon Falls.....	1,000 "	1,000 "	871 "	871 "
High Falls.....	3,000 "	3,000 "	3,298 "	3,318 "
Carleton Place.....	400 "	400 "	161 "	456 "
Calabogie.....	6,000 "	6,000 "	6,434 "	6,434 "
Galetta.....	1,100 "	1,100 "	1,186 "	1,153 "
Barrett Chute.....	54,000 "	54,000 "	54,289 "	53,619 "

Mr. Challies asked the following Question (No. 4):—

1. What was the 20-minute peak demand for electric energy for the Eastern Ontario Hydro-Electric Power System for the months of January, November and December for the year 1942 and January, 1943, for total primary and total primary and secondary.

The Honourable the Prime Minister replied as follows:—

1.—

#### EASTERN ONTARIO SYSTEM

#### TWENTY-MINUTE PEAKS IN HORSEPOWER

	Total Primary	Total Primary and Secondary
1942		
January.....	180,976 H.P.	180,976 H.P.
November.....	182,677 "	182,677 "
December.....	183,039 "	183,039 "
1943		
January.....	179,827 "	179,827 "



Mr. Challies asked the following Question (No. 5):—

1. What was the total of advances made by the Province to the H.E.P.C. as of October 31st for each year 1933 to 1942 inclusive. 2. What was the total of advances made by the H.E.P.C. on behalf of the "Northern Ontario Properties" for each year 1933 to 1942, inclusive.

The Honourable the Prime Minister replied as follows:—

1. 1933.....	\$1,275,593.96		
Less amount returned in the year.....	791,059.26		
		\$	484,534.70
1934.....	\$2,619,211.00		
Less amount returned:			
In the year 1934.....	\$342,118.80		
In the year 1935.....	247,507.98		
			589,626.78
			2,029,584.22
1935 }			
1936 }			
1937 }			
1938 }	No advances were made by the Province to the Commission subsequent to October 31st, 1934.		
1939 }			
1940 }			
1941 }			
1942 }			
2.		From Proceeds	
	Out of Provincial	of H.E.P.C.	Total
	Advances	Bond Issues	
1933.....	\$ 83,338.13	Nil	\$ 83,338.13
1934.....	1,167,820.84	Nil	1,167,820.84
1935.....	No advances made	Nil	Nil
1936.....	by Province to	\$5,000,000.00	5,000,000.00
1937.....	Commission	1,373,050.00	1,373,050.00
1938.....	subsequent to	5,500,000.00	5,500,000.00
1939.....	October 31st,	Nil	Nil
1940.....	1934.	60,000.00	60,000.00
1941.....		Nil	Nil
1942.....		Nil	Nil

Mr. Welsh asked the following Question (No. 6):—

1. What amounts, with dates, have been paid by the Government to the Hydro-Electric Power Commission since February, 1942, under the Rural Power District Service Charge Act, 1930. 2. What is the total amount due the Hydro-Electric Power Commission by the Government under the Rural Power District Service Charge Act, 1930, to October 31st, 1942.

The Honourable the Prime Minister replied as follows:—

1. None. 2. Has not been determined.

Mr. Welsh asked the following Question (No. 7):—

1. How many Rural Power Districts under the jurisdiction of the Hydro-Electric Power Commission has (a) Deficits, (b) Surpluses for the Hydro years 1936-1942 inclusive with total amount in each year after provision was made for depreciation and sinking fund charges. 2. What changes, if any, have been made in the percentage charges for reserves on Rural Power Districts rates since October, 1942.

The Honourable the Prime Minister replied as follows:—

1.—	(a) Deficits		(b) Surpluses	
	No. of Districts	Amounts	No. of Districts	Amounts
1936.....	84	\$ 61,650.77	90	\$171,394.26
1937.....	92	100,231.14	85	197,595.72
1938.....	113	125,846.11	65	189,046.92
1939.....	117	195,435.31	67	247,322.42
1940.....	115	201,767.63	69	275,438.75
1941.....	103	194,148.15	81	408,357.13
1942.....	Figures not yet available.		Figures not yet available	

2. None.

Mr. Challies asked the following Question (No. 8):—

1. What system or systems secured power from the Chats Falls Plant during the period from October, 1941, to last month data available and what was the 20-minute peak in horsepower per month in each case. 2. What system or systems were charged with the carrying charges of the frequency changer at Chats Falls Plant and what was the yearly charge and how allocated. 3. What plant or plants contributed power for the frequency changer at Chats Falls to be converted into 60-cycle power during the period of October, 1941, to last month data available and what was the 20-minute peak in horsepower per month in each case other than that secured from the Chats Falls Plant.

The Honourable the Prime Minister replied as follows:—

1. The Niagara system and the Eastern Ontario system secured power from the Chats Falls plant. The 20-minute peak supplied from Chats Falls plant to each system by months from October, 1941, to date was as follows:

	Niagara 25-cycle System	Eastern Ontario 60-cycle System
1941—November.....	223,860 H.P.	13,405 H.P.
December.....	225,201 “	27,480 “
1942—January.....	225,201 “	28,150 “
February.....	199,732 “	28,150 “
March.....	221,850 “	55,630 “
April.....	220,508 “	22,788 “
May.....	219,840 “	28,150 “

	Niagara 25- cycles system	Eastern Ontario 60-cycle system
1942—June.....	217,158 H.P.	28,150 H.P.
July.....	193,700 "	29,491 "
August.....	191,555 "	56,300 "
September.....	195,710 "	29,491 "
October.....	224,530 "	60,322 "
November.....	226,542 "	48,257 "
December.....	225,202 "	37,534 "
1943—January.....	227,882 "	22,788 "

2. The Niagara system and the Eastern Ontario system were charged for the carrying charges of the frequency changer at the Chats Falls plant.

Carrying Charges—Fiscal Year 1941-42.....	\$70,580.55
Niagara System Share.....	35,580.55
Eastern Ontario System Share.....	35,000.00

3. None.

Mr. Welsh asked the following Question (No. 9):—

1. What was the total revenue from customers served by the Abitibi Canyon Development for the Hydro year 1941-1942. 2. What are the total accumulated reserves to October 31st, 1942, (a) Sinking fund; (b) Depreciation; (c) Contingencies; (d) Other reserves. 3. What is the amount of outstanding bond or other liabilities against the Canyon Development as of October 31st, 1942. 4. Has any payment or payments been made to the Government on the Abitibi Canyon Development or Northern Ontario Properties Capital Account. If so, give particulars in each case as of October 31st, 1942.

The Honourable the Prime Minister replied as follows:—

1. Revenue.....	\$3,824,858.55
2. (a) Sinking Fund } (b) Depreciation } (c) Contingencies } (d) Other Reserves, }	..... Figures not yet available.
3. Outstanding Bonds.....	*\$20,125,000.00
Outstanding Provincial Advances.....	1,626,263.80
	<hr/> \$21,751,263.80
4. (a) Abitibi Canyon Development and District Repayment of Provincial Advances.....	\$1,576,285.10
(b) Other Northern Ontario Properties Repayment of Provincial Advances.....	773,866.15
	<hr/> \$2,350,151.25

\*Bonds are not allocated to Abitibi Canyon Development alone, but to Abitibi District including development, stations and transmission lines.

Mr. Challies asked the following Question (No. 10):—

1. Have any new contracts or extensions of previous contracts or agreements or understandings been made with any Quebec Power Company since March, 1941, in reference to a supply of electric energy. If any, give names of companies and particulars as to (a) Amount of energy; (b) Load factor; (c) Date; (d) Price; (e) Point of delivery; (f) Voltage.

The Honourable the Prime Minister replied as follows:—

1. Yes. The following contract amendments or new agreements have been made since March 1st, 1941:—

(a) Amount in H.P.	(b) Load Factor	(c) Date of Contract or Agreement	(d) Date of First Taking	(e) Price per H.P.	(f) Point of Delivery	(g) Delivery Voltage
MACLAREN-QUEBEC POWER CO.						
25,000	70%	Dec. 5, 1941	Sept. 3, 1942	\$12.50	Same as main contract.	220,000
57,500	70%	*Aug. 15, 1941	Oct. 1, 1941	\$12.50	Same as main contract.	115,000

\*This is a short term agreement covering the supply of 57,500 h.p. of "steam replacement power" which contains a provision for "At-will" power as and when available and required.

GATINEAU POWER CO.						
15,000 60 cy.	70%	*Nov. 28, 1941	Nov. 3, 1941	\$12.50	Same as in contract of Dec. 14, 1937.	114,000

\*This was a letter agreement under which 15,000 h.p. was supplied from November 3rd, 1941, to May 31st, 1942.

Mr. Challies asked the following Question (No. 11):—

1. On what basis is the annual assessment per horsepower in relation to the Stabilization of Rates fund made by the Hydro-Electric Power Commission of Ontario for each of the power districts of the Province. 2. What is the annual assessment per horsepower in relation to the Stabilization of Rates fund of the Hydro-Electric Power Commission of Ontario for each of the power districts of the Province.

The Honourable the Prime Minister replied as follows:—

1. A rate per horsepower is added to the annual cost of operation and fixed charges on the Commission's investment. This rate per horsepower is set generally within the limits of existing interim rates, charged during the year. 2. Assessment per horsepower—1941: Niagara System, \$2.00; Georgian Bay System, \$4.00; Eastern Ontario System, \$4.00; Thunder Bay System, \$1.50.

Mr. Challies asked the following Question (No. 12):—



1. What was the total peak power taken each month in horsepower from each of the Quebec Power Companies in 25-cycle and 60-cycle power since December, 1940.

The Honourable the Prime Minister replied as follows:—

1. Peak loads in horsepower taken under Quebec Power Contracts as per headings.

	Gatineau Power Company				MacLaren-Quebec Power Company		Beauhar- nois L. H. & P. Co.	Ottawa Valley P. Co.
Number	220 Kv. 25-cycle Contract	110 Kv. 60-cycle Contract	11 Kv. 60-cycle Contract	Tread- well 60-cycle Contract	Long Term 25-cycle Contract	Short Term War Contract	25-cycle Contract	25-cycle Contract
1941—								
January....	278,150	65,684	19,838	190	84,450	.....	151,475	111,260
February...	276,810	65,013	19,973	159	83,780	.....	152,145	98,525
March.....	276,139	62,332	19,838	169	87,131	.....	152,145	108,579
April.....	264,745	62,332	20,107	184	86,461	.....	152,815	108,579
May.....	273,458	64,343	20,308	184	85,791	.....	152,145	109,920
June.....	315,013	60,000	19,973	184	85,791	.....	152,145	99,196
July.....	277,748	60,000	20,107	167	86,461	.....	151,475	99,196
August.....	279,222	60,000	20,174	192	106,568	.....	200,402	109,920
September..	276,408	60,000	20,107	201	109,920	.....	201,743	113,941
October....	299,866	60,000	20,107	217	100,000	66,890	253,351	112,601
November..	278,820	78,150	20,375	230	100,000	64,879	202,413	111,930
December..	280,831	81,501	20,308	209	100,000	63,539	203,083	112,601
1942—								
January....	273,458	79,759	20,308	209	100,000	121,180	201,743	112,601
February....	270,777	77,748	20,040	180	100,000	121,180	201,072	99,866
March.....	302,279	77,750	20,040	188	100,000	119,839	201,743	110,925
April.....	269,437	78,418	19,943	209	100,000	120,509	201,743	110,254
May.....	270,777	79,357	20,174	225	100,000	103,083	201,743	109,920
June.....	281,501	64,343	20,107	226	100,000	65,952	226,542	108,579
July.....	275,871	65,684	20,911	219	100,000	84,316	227,882	100,536
August.....	278,820	64,343	20,241	249	100,000	73,592	250,000	109,249
September..	294,504	60,000	19,906	290	125,000	62,668	252,681	99,866
October....	278,150	70,241	19,839	318	125,000	63,070	250,670	112,265
November..	280,831	75,094	20,107	499	125,000	61,997	250,670	113,271
December..	288,204	68,928	20,375	531	125,000	61,327	296,247	112,601
1943—								
January....	288,606	80,134	20,241	458	125,000	67,761	297,587	113,941

Mr. Challies asked the following Question (No. 13):—

1. What is the total amount of electric energy being exported during 1940, 1941, 1942, to Massena, N.Y., by or through the Hydro-Electric Power Commission: (a) From what company or source is the energy secured by the Commission; (b) Where is the energy measured as a basis for payment by the Commission to company supplying the energy; (c) Where is the energy measured as a basis for payment by the N.Y. interests to the Commission; (d) What is the load factor; (e) What price per horsepower does the Hydro-Electric Power Commission receive for this energy; (f) Is the price paid in United States or Canadian funds.

The Honourable the Prime Minister replied as follows:—

1. Energy exported, calendar year 1940, 190,891,666 kw-hrs.; energy



exported, calendar year 1941, 273,630,473 kw-hrs.; energy exported, calendar year 1942, 283,214,160 kw-hrs. 1(a). The power going to Massena, N.Y., is drawn at a frequency of 60 cycles from the pooled sources of the Eastern Ontario and the Niagara system supply, the frequency changer at Chats Falls being used to transfer Niagara system power to the Eastern Ontario system when necessary. 1(b). Any purchased power that may go to Massena is measured at the points of measurement provided for in the original contracts and/or their supplementary letter agreements. 1(c). At the Cornwall transformer station located close to the International Boundary. 1(d). The average monthly load factor of this customer is approximately 91 per cent. 1(e). The horsepower rate is \$20.585 per horsepower per annum, plus 3.5 mills per kilowatt-hour on energy above a monthly load factor of 90 per cent, plus export tax of 0.3 mills per kilowatt-hour on all power delivered at the boundary. 1(f). Canadian funds.

Mr. Elgie asked the following Question (No. 15):

1. Since March 15th, 1936, what fires, if any, have occurred in stores operated by the Liquor Control Board of Ontario. 2. Give location of stores, dates of fires and amount of loss or damage in each case: (a) As to stock; (b) As to fixtures, fittings, furniture and other property of the Board, except as to building; (c) If owned by the Board, amount of damage to building. 3. With respect to each fire, state amount of insurance collected, and state in what instances no insurance was collected.

The Honourable the Prime Minister replied as follows:

1. Five.

2. (a and b)—	Date of Fire	Loss	
		Stock	Fixtures, etc.
Store No. 35, 3236 Sandwich St. W., Windsor . .	Feb. 13, 1939	Nil	\$ 119.60
Store No. 23, 1057 Barton St. E., Hamilton . . . . .	Oct. 18, 1939	\$ 66.54	197.87
Store No. 80, Parry Sound Road, Parry Sound . . . .	Apr. 23, 1940	3,798.53	1,297.05
Store No. 5, 1881 Queen St. E., Toronto . . . . .	Feb. 18, 1942	167.04	745.41
Store No. 52, 24-26 Cross St., Welland . . . . .	Mar. 5, 1942	70.08	Nil

(c) Buildings not owned by the Liquor Control Board.

3. Liquor Control Board of Ontario assumes liability for fire losses and, therefore, no insurance was collected.

Mr. Challies asked the following Question (No. 16):

1. What is the total horsepower exported or sold each month to persons or

corporations in the United States, giving point of delivery, by the Hydro-Electric Power Commission of Ontario, during each month for the year 1942: (a) Price per horsepower; (2) Load factor.

The Honourable the Prime Minister replied as follows:

1.— POWER EXPORTED AT INTERNATIONAL BOUNDARY

CALENDAR YEAR 1942

	At Cornwall		At Niagara Falls	
	(b)		(b)	
	Peak H.P.	Load Factor in Per Cent	Peak H.P.	Load Factor in Per Cent
January, 1942.....	51,260	84.3	238,338	70.0
February, 1942.....	47,252	91.3	237,131	64.9
March, 1942.....	45,483	93.1	236,059	79.0
April, 1942.....	45,978	93.0	223,056	90.9
May, 1942.....	46,260	92.9	229,491	86.7
June, 1942.....	48,163	90.1	223,458	83.1
July, 1942.....	50,751	83.6	210,590	67.0
August, 1942.....	50,147	85.5	206,568	66.8
September, 1942.....	51,421	85.9	214,477	64.0
October, 1942.....	49,504	89.3	233,110	70.2
November, 1942.....	50,335	89.0	231,769	75.1
December, 1942.....	52,306	83.8	274,129	62.4

(a) For power exported at Niagara Falls during 1942, the Commission received \$12.50 (U.S. funds) per horsepower per year for 40,000 kilowatts (53,619 horsepower) and 2.5 mills (U.S. funds) per kilowatt-hour for all energy between 40,000 and 45,000 kilowatts. For all other power exported at Niagara Falls the Commission received an average net payment of 2.70 mills (equivalent U.S. funds) per kilowatt-hour.

For power exported at Cornwall during 1942, the Commission received \$20,585 (Canadian funds) per horsepower per year plus 3.5 mills (Canadian funds) for energy in excess of 90 per cent load factor plus payment of export tax.

Mr. Elgie asked the following Question (No. 17):—

1. What was the estimated loss of gold production occasioned by the strike, 1941-1942, in the Kirkland Lake gold mines, specifying the period for which figures are given.

The Honourable the Minister of Mines replied as follows:—

It is not possible to give an estimate owing to the many factors involved including fluctuating labour shortages, rising costs and delays in securing machinery replacements.

Mr. Challies asked the following Question (No. 18):—

1. What are the Accumulated Reserves of the H.E.P.C. for all systems for Hydro year ending October 31st, 1942. 2. What are the total reserves and surplus of Municipal electric utilities for same period.

The Honourable the Prime Minister replied as follows:—

1. Figures not yet available. 2. Figures not yet available.

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Mr. Challies asked the following Question (No. 20):—

1. What is the estimated cost of the proposed development at Des Joachims on the Ottawa River, exclusive of storage facilities. 2. What is the estimated cost of storage facilities. 3. What is the proposed installed horsepower of the plant. 4. What is the estimated maximum capacity of the plants at normal efficiency with spare equipment. State amount of latter. 5. What is the average annual horsepower capacity of plant in a normal year, utilizing the storage above named in (2). 6. What is the estimated annual load factor of plant utilizing the water available in a normal year in the most economical manner. 7. What is the estimated cost of transmission line for proposed development to Burlington, Ontario.

The Honourable the Prime Minister replied as follows:—

1. \$38,800,000 including generation, 220,000-volt transformation, and operators' colony. 2. No estimate available. No charge paid for present storage. 3. 310,000 horsepower initial installation. 4. 415,000 horsepower, which includes 50,000 horsepower of spare capacity and certain provision for the future installation of an additional 50,000 horsepower if desired at any time. 5. 265,000 horsepower with present storage and proposed initial installation. 6. 85.5 per cent annual load factor. 7. \$8,500,000.

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Mr. Doucett asked the following Question (No. 25):—

1. How much was spent for motor car rentals by each Department of the Government: (a) In the fiscal year ended March 31st, 1942; (b) From April 1st, 1942, to January 31st, 1943; and state the total amount so spent. 2. How much was spent with respect to mileage for use of motor cars personally owned by Government employees: (a) In the fiscal year ended March 31st, 1942; (b) From April 1st, 1942, to January 31st, 1943; indicating the amount spent by each department and the total amount spent.

The Honourable the Minister of Public Works replied as follows:—

1. Car Rentals—	(a)	(b)
	Year ended March 31st, 1942	Period April 1st, 1942, to January 31st, 1943
Agriculture.....	\$ 12,484.05	\$ 13,933.85
Education.....	1,864.21	733.02
Health.....	1,345.46	573.41
Labour.....	488.34	273.46
Lands and Forests.....	2,606.58	988.10
Mines.....	1,176.05	952.60
Provincial Secretary.....	2,573.12	2,148.65
Provincial Treasurer.....	.....	178.95
Public Welfare.....	1,253.68	740.57
Total.....	<u>\$ 23,791.49</u>	<u>\$ 20,522.61</u>

  

2. Mileage Allowances—	(a)	(b)
	Year ended March 31st, 1942	Period April 1st, 1942, to January 31st, 1943
Agriculture.....	\$ 93,532.56	\$ 79,275.88
Attorney-General.....	101,492.77	79,174.78
Education.....	71,625.25	52,755.05
Game and Fisheries.....	22,381.03	19,889.47
Health.....	22,912.58	13,611.04
Highways.....	326,845.75	153,583.96
Insurance.....	1,936.65	225.44
Labour.....	56,759.59	27,959.98
Lands and Forests.....	49,362.93	42,357.38
Mines.....	3,750.78	3,052.68
Municipal Affairs.....	2,258.52	1,040.64
Prime Minister.....	128.46	5.32
Provincial Auditor.....	669.16	404.14
Provincial Secretary.....	16,769.63	11,461.80
Provincial Treasurer.....	4,058.48	1,445.87
Public Welfare.....	79,098.43	46,872.04
Public Works.....	3,401.95	1,018.48
Total.....	<u>\$856,984.52</u>	<u>\$534,133.95</u>

The Order of the Day for the Consideration of the Speech of the Honourable the Lieutenant-Governor at the opening of the Session having been read,

Mr. Hunter moved, seconded by Mr. Habel.

That an humble Address be presented to the Honourable the Lieutenant-Governor as follows:—

*To The Honourable Albert Matthews,  
Lieutenant-Governor of the Province of Ontario.*

We, His Majesty's most dutiful and loyal subjects, the Legislative Assembly of the Province of Ontario, now assembled, beg leave to thank Your Honour for the gracious speech Your Honour has addressed to us.

And a Debate having ensued, it was, on the motion of Mr. Drew,

*Ordered*, That the Debate be adjourned until Thursday next.

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The Honourable the Prime Minister laid on the Table information regarding persons injured as a result of expulsion from beverage rooms. (*Sessional Paper No. 44.*)

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The House then adjourned at 4.30 p.m.

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### WEDNESDAY, MARCH 10TH, 1943

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PRAYERS.

3 O'CLOCK P.M.

The following Petition was brought up and laid upon the Table:—

By Mr. Brownridge, the Petition of the Corporation of the Town of Cornwall.

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The following Petitions were read and received:—

Of the Rector of the St. Thomas Church, Belleville, and the Incorporated Synod of the Diocese of Ontario, praying that an Act may pass authorizing the sale of certain lands in the City of Belleville.

Of the Corporation of the Township of Etobicoke, praying that an Act may pass providing for the dissolution of any Village or Police Village in the Township under certain conditions; also, to correct a description in a certain tax arrears certificate.

Of the Corporation of the City of Toronto, praying that an Act may pass to validate tax sales, to validate certain retiring allowances, to validate an agreement with the Toronto Transportation Commission and for other purposes.



Of the Corporation of the City of Peterborough, praying that an Act may pass authorizing the said Corporation to establish a special fund for use after the present war.

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Mr. Freeborn from the Select Committee appointed to prepare the lists of members to compose the Select Standing Committees of the House presented its report which was read as follows and adopted:—

Your Committee recommends that the Standing Committees of the House, as listed hereunder, be composed as follows:—

#### COMMITTEE ON STANDING ORDERS

*The Honourable Mr. Conant, Messrs. Anderson, Arnott, Baker, Belanger, Black, Brownridge, Campbell (Kent East), Carr, Cooper, Croome, Drew, Duckworth, Elgie, Elliott, Fairbank, Fletcher, Frost, Gardhouse, Glass, Guthrie, Habel, Henry, Houck, Kennedy, King, Lamport, Laurier, Macfie, MacGillivray, MacKay, Miller, Murray, Nixon (Brant), Nixon (Temiskaming), Oliver, Patterson, Sinclair, Strachan, Welsh—40.*

The Quorum of the said Committee to consist of five members.

#### COMMITTEE ON PRIVILEGES AND ELECTIONS

*The Honourable Mr. Conant, Messrs. Armstrong, Baker, Belanger, Black, Brownridge, Carr, Clark, Conacher, Cooper, Croome, Cross, Dewan, Drew, Duckworth, Duncan, Elgie, Elliott, Fletcher, Freeborn, Frost, Glass, Gordon, Hagey, Heenan, Henry, Hepburn (Elgin), Hipel, Hunter, Kennedy, King, Kirby, Laurier, Macaulay, Murphy, Murray, McArthur, McEwing, McQuesten, Nixon (Brant), Nixon (Temiskaming), Oliver, Patterson, Stewart, Strachan, Welsh.—46.*

The Quorum of the said Committee to consist of nine members.

#### COMMITTEE ON PRIVATE BILLS

*The Honourable Mr. Conant, Messrs. Acres, Anderson, Armstrong, Arnott, Baker, Ballantyne, Begin, Belanger, Bethune, Black, Blakelock, Brownridge, Campbell (Kent East), Carr, Challies, Clark, Conacher, Cooper, Cox, Croome, Cross, Dewan, Dickson, Doucett, Downer, Drew, Duckworth, Dunbar, Duncan, Elgie, Elliott, Fairbank, Fletcher, Freeborn, Frost, Gardhouse, Glass, Hagey, Henry, Hepburn (Prince Edward-Lennox), Hepburn (Elgin), Hipel, Houck, Hunter, Kelly, Kennedy, King, Kirby, Lamport, Laurier, Macaulay, Macfie, MacKay, Miller, Murphy, Murray, McArthur, McEwing, McQuesten, Newlands, Nixon (Brant), Nixon (Temiskaming), Oliver, Patterson, Reynolds, Sinclair, Smith, Stewart, Strachan, Summerville, Trottier, Welsh—73.*

The Quorum of the said Committee to consist of nine members.

#### COMMITTEE ON PUBLIC ACCOUNTS

*The Honourable Mr. Conant, Messrs. Acres, Anderson, Armstrong, Arnott, Baker, Ballantyne, Belanger, Black, Blakelock, Bradley, Brownridge, Campbell.*

(Kent East), Carr, Challies, Clark, Cooper, Cox, Cross, Dewan, Dickson, Doucett, Downer, Drew, Duckworth, Dunbar, Duncan, Elgie, Elliott, Fairbank, Fletcher, Freeborn, Frost, Gardhouse, Glass, Gordon, Habel, Hagey, Heenan, Henry, Hepburn (Elgin), Hipel, Houck, Kelly, Kennedy, King, Kirby, Lamport, Macaulay, Macfie, MacGillivray, MacKay, Mercer, Miller, Murphy, Murray, McArthur, McEwing, McQuesten, Newlands, Nixon (Brant), Nixon (Temiskaming), Oliver, Patterson, Reynolds, Smith, Stewart, Strachan, Welsh—70.

The Quorum of the said Committee to consist of nine members.

#### COMMITTEE ON PRINTING

*The Honourable Mr. Conant, Messrs. Acres, Begin, Belanger, Campbell (Kent East), Challies, Cholette, Clark, Conacher, Cooper, Croome, Downer, Dunbar, Duncan, Fairbank, Guthrie, Habel, Henry, Hunter, Kennedy, King, Kirby, Laurier, Murphy, McArthur, McEwing, Nixon (Brant), Nixon (Temiskaming), Strachan—29.*

The Quorum of the said Committee to consist of five members.

#### COMMITTEE ON MUNICIPAL LAW

*The Honourable Mr. Conant, Messrs. Anderson, Arnott, Ballantyne, Begin, Bethune, Black, Blakelock, Bradley, Brownridge, Campbell (Kent East), Carr, Challies, Cholette, Clark, Cooper, Cox, Croll, Cross, Dewan, Dickson, Doucett, Drew, Duckworth, Duncan, Elgie, Elliott, Fairbank, Fletcher, Freeborn, Frost, Gardhouse, Glass, Gordon, Habel, Hagey, Henry, Hepburn (Prince Edward-Lennox), Hipel, Houck, Kelly, Kennedy, King, Kirby, Lamport, Macaulay, Macfie, MacGillivray, MacKay, Mercer, Miller, Murphy, Murray, McEwing, McQuesten, Newlands, Oliver, Sinclair, Smith, Stewart, Strachan, Summerville, Trottier—63.*

The Quorum of the said Committee to consist of nine members.

#### COMMITTEE ON LEGAL BILLS

*The Honourable Mr. Conant, Messrs. Anderson, Arnott, Belanger, Bethune, Bradley, Clark, Cooper, Cox, Croll, Cross, Drew, Elgie, Elliott, Fletcher, Frost, Gordon, Glass, Hagey, Henry, Hepburn (Elgin), Kennedy, Kirby, Laurier, Macaulay, Murphy, McQuesten, Newlands, Stewart, Strachan—30.*

The Quorum of the said Committee to consist of five members.

#### COMMITTEE ON AGRICULTURE AND COLONIZATION

*The Honourable Mr. Conant, Messrs. Acres, Armstrong, Baker, Ballantyne, Begin, Bethune, Black, Blakelock, Bradley, Brownridge, Campbell (Kent East), Campbell (Sault Ste. Marie), Carr, Challies, Cholette, Clark, Croome, Dewan, Dickson, Doucett, Downer, Drew, Duckworth, Duncan, Fletcher, Freeborn, Frost, Gardhouse, Guthrie, Habel, Heenan, Henry, Hepburn (Prince Edward-Lennox),*

*Hepburn (Elgin), Houck, Hunter, Kennedy, King, Macfie, MacGillivray, Mercer, Miller, Murphy, Murray, McEwing, Nixon (Brant), Nixon (Temiskaming), Oliver, Patterson, Reynolds, Sinclair, Strachan, Trottier, Welsh—55.*

The Quorum of the said Committee to consist of nine members.

#### COMMITTEE ON FISH AND GAME

*The Honourable Mr. Conant, Messrs. Acres, Armstrong, Baker, Ballantyne, Belanger, Black, Blakelock, Bradley, Brownridge, Campbell (Kent East), Campbell (Sault Ste Marie), Carr, Challies, Cholette, Clark, Conacher, Cooper, Cox, Croome, Dewan, Dickson, Doucett, Drew, Duncan, Elgie, Elliott, Fairbank, Fletcher, Freeborn, Gardhouse, Gordon, Guthrie, Habel, Heenan, Henry, Hepburn (Prince Edward-Lennox), Hunter, Kelly, Kennedy, Kirby, Lamport, Macfie, MacGillivray, Mercer, Miller, Murphy, Murray, McEwing, Newlands, Nixon (Brant), Nixon (Temiskaming), Oliver, Patterson, Reynolds, Sinclair, Smith, Strachan, Trottier, Welsh—60.*

The Quorum of the said Committee to consist of nine members.

#### COMMITTEE ON LABOUR

*The Honourable Mr. Conant, Messrs. Anderson, Arnott, Blakelock, Challies, Cholette, Clark, Conacher, Cross, Dickson, Drew, Duckworth, Dunbar, Elliott, Fairbank, Frost, Gardhouse, Glass, Gordon, Hagey, Heenan, Hepburn (Elgin), Hipel, Kelly, Kennedy, King, Kirby, Macaulay, MacKay, McArthur, Newlands, Oliver, Smith, Stewart, Strachan, Trottier—36.*

The Quorum of the said Committee to consist of seven members.

#### COMMITTEE ON EDUCATION

*The Honourable Mr. Conant, Messrs. Anderson, Armstrong, Baker, Begin, Belanger, Blakelock, Carr, Clark, Conacher, Cross, Downer, Drew, Fairbank, Fletcher, Freeborn, Frost, Gardhouse, Glass, Guthrie, Hagey, Henry, Hunter, Kelly, Kennedy, King, Macaulay, Macfie, Miller, Murphy, Murray, McArthur, Newlands, Nixon (Brant), Reynolds, Stewart, Strachan, Welsh—38.*

The Quorum of the said Committee to consist of nine members.

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The following Bills were severally introduced and read the first time:—

Bill (No. 28), intituled, "An Act to amend The Veterinary Science Practice Act." *Mr. Dewan.*

*Ordered,* That the Bill be read the second time to-morrow.

Bill (No. 29), intituled, "An Act to amend The Mining Act." *Mr. Laurier.*

*Ordered*, That the Bill be read the second time to-morrow.

Bill (No. 30), intituled, "An Act to amend The Public Hospitals Act. *Mr. Kirby*.

*Ordered*, That the Bill be read the second time to-morrow.

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On motion of Mr. Doucett, seconded by Mr. Downer,

*Ordered*, That there be laid before this House a Return showing: 1. All advertisements or other notices inviting tenders with respect to repairs, maintenance, new construction, curve rectification, or other works respecting No. 15 King's Highway between Kingston and Seeley's Bay from January 1st, 1941, to January 31st, 1943. 2. A list of all tenders received showing: (a) Name of tenderer; (b) Details of work to be performed, materials to be supplied and any other relevant particulars; (c) Unit prices respecting each item mentioned in (2b); (d) Name of successful tenderer in each instance.

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The Provincial Secretary presented to the House, by command of the Honourable the Lieutenant-Governor:—

Report of the Department of Labour of the Province of Ontario for the fiscal year ending March 31st, 1942. (*Sessional Papers No. 10.*)

Also, Annual Report of the Public Service Superannuation Board, Ontario, for the fiscal year ending March 31st, 1942. (*Sessional Papers No. 36.*)

Also, Annual Report of the Civil Service Commissioner of Ontario for year ending March 31st, 1942. (*Sessional Papers No. 37.*)

Also, Statement of the Legislative Grants apportioned to the Rural Public Schools and all Separate Schools for the year 1942, Department of Education. (*Sessional Papers No. 38.*)

Also, Report of the Ontario Historical Society for the year ending 31st May, 1942. (*Sessional Papers No. 40.*)

Also, Order-in-Council under The Guarantee Companies Securities Act re The Wawanesa Mutual Insurance Company. (*Sessional Papers No. 39.*)

Also, Return to an Order of the House dated April 15th, 1942, That there be laid before this House a Return showing: 1. What is the estimated forest area in Ontario burnt over in the calendar year 1941, giving the number of acres in each forest district. 2. What are the estimated total quantities of timber and pulpwood, poles, etc., destroyed and the estimated value thereof and if quantities and values destroyed are not known, state quantities of timber, pulpwood, poles, etc., estimated to be on the burned areas and give value thereof, stating basis for calculations as to value. 3. Were any efforts made to salvage timber



and pulpwood damaged by fire; if so, give particulars and specify what part of the salvaged material was required to be manufactured in Ontario and kinds and quantities for which export license was granted or undertaken to be granted. (*Sessional Papers No. 45.*)

Also, Return to an Order of the House dated April 15th, 1942, That there be laid before this House a Return showing: 1. Respecting pulpwood concessions of the following companies, namely: Lake Sulphite Pulp Company, Limited; The General Timber Company, Limited; Pulpwood Supply Company, Limited; The Ontario Paper Company, Limited; Huron Forest Products, Limited; Soo Pulp Products, Limited; English River Pulp and Paper Company, Limited; Vermilion Lake Pulp, Limited; Western Pulp and Paper Company, Limited; state with regard to each: (a) area of each concession; (b) area on which annual fire tax is charged; (c) rate of fire tax; (d) area on which ground rent is charged; (e) rate at which ground rent is charged; (f) total amount of fire tax charged to December 31st, 1941; (g) total amount of fire tax paid to December 31st, 1941; (h) total arrears of fire tax as of December 31st, 1941, (i) total amount of ground rent charged to December 31st, 1941; (j) total amount of ground rent paid to December 31st, 1941; (k) total arrears of ground rent as of December 31st, 1941. (*Sessional Papers No. 46.*)

Also, Return to an Order of the House dated April 15th, 1942, That there be laid before this House a Return showing: 1. In each of the fiscal years ending March 31st, 1940 and 1941: (a) how many parcels of Crown lands were sold for summer resort purposes; (b) what was the average acreage of each parcel; (c) what was the average price per acre and the total proceeds of such sales. 2. In each of the periods mentioned in (1): (a) how many parcels of Crown lands were leased for summer resort purposes; (b) what was the average acreage of each period. 3. In each of the fiscal years ending March 31st, 1940 and 1941: (a) how many parcels of Crown lands were patented for summer resort purposes; (b) what was the average acreage in each parcel and the total acreage patented. (*Sessional Papers No. 47.*)

Also, Return to an Order of the House dated April 15th 1942, That there be laid before this House a Return showing: 1. With reference to agreements made in 1936 and 1937 between the Government of the Province of Ontario and:— Lake Sulphite Pulp Company, Limited; The General Timber Company, Limited; Pulpwood Supply Company, Limited; The Ontario Paper Company, Limited; Huron Forest Products Company, Limited; Soo Pulp Products, Limited; English River Pulp and Paper Company, Limited; Vermilion Lake Pulp, Limited; Western Pulp and Paper Company, Limited: (a) how many pulp or newsprint mills were required to be constructed; (b) how many pulp or newsprint mills have been completed; (c) what was the gross minimum amount required to be spent in the construction of pulp or newsprint mills; (d) what amount has actually been spent toward construction of pulp or newsprint mills and by what companies; (e) how many barking plants were required to be constructed; (f) how many barking plants actually have been constructed and by what companies; (g) how many logging railways were required to be constructed; (h) how many logging railways have actually been constructed; (i) how many and which of the companies mentioned are in bankruptcy; (j) which of the companies mentioned have actually commenced construction of pulp or newsprint mills and which have not commenced such construction. 2. With respect to the companies mentioned in



(1): (a) what is the total number of cords of pulpwood for which export licenses have been granted between dates of the respective agreements and December 31st, 1941; (b) what is the total number of feet, board measure, of timber for which export licenses have been granted between dates of the respective agreements and December 31st, 1941. (*Sessional Papers No. 48.*)

Also, Return to an Order of the House dated April 15th, 1942, That there be laid before this House a Return showing: 1. During each of the fiscal years 1935 to 1941, inclusive, what amount was received by the Province of Ontario from the Government of the Dominion of Canada with respect to fire ranging and general forest protection on Indian lands. 2. In each of the periods mentioned in (1), what was the area of Indian lands given protection and supervision in relation to forest fires by the Provincial Government. 3. For the periods mentioned in (1), what amount was received from railways, specifying, with respect to fire ranging and fire protection generally on their lands and timber limits or pulpwood areas which they received as grants or concessions from the Province. (*Sessional Papers No. 49.*)

Also, Return to an Order of the House dated April 15th, 1942, That there be laid before this House a Return showing: 1. What was the total revenue of the Woods and Forests Branch of the Department of Lands and Forests in each fiscal year for the period April 1st, 1936 to December 31st, 1941. 2. In each of the fiscal years mentioned in (1) indicate the sums received as deposits in relation to timber sales and pulp concessions and included as revenue. (*Sessional Papers No. 50.*)

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The House then adjourned at 3.20 p.m.

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THURSDAY, MARCH 11TH, 1943

PRAYERS.

3 O'CLOCK P.M.

The following Petition was read and received:—

Of the Corporation of the Town of Cornwall praying that an Act may pass annexing certain lands to the Town and erecting the Town into a City.

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Mr. Doucett asked the following Question (No. 19):—

1. From January 1st, 1941, to January 31st, 1943, what contractors were employed by the Government on No. 15 Highway between Kingston and Seeley's Bay. 2. With respect to each contractor employed, state: (a) Name; (b) General description of work required to be performed; (c) Quantities and unit prices as to rock excavation and total amount paid to each in respect thereof; (d) Quantities, unit prices and total amount paid each with respect to items other than rock

excavation. 3. Give particulars as to any outstanding accounts. 4. With respect to sums paid each contractor, what amounts were treated as: (a) Ordinary expenditure; (b) Capital expenditure. 5. With respect to work performed by each contractor, state what items were treated as maintenance and what as new construction.

The Honourable the Minister of Highways replied as follows:—

1. McGinnis and O'Connor.

2. (a) McGinnis and O'Connor.

(b) Grading, realigning, penetration macadam patching.

(c) 67,929 c.y. rock at \$1.80 c.y.....	\$122,272.20
1,155 c.y. rock excavation for culverts at \$2.00 c.y.....	2,310.00
(d) Excavation for paving and subgrade, 40,208 c.y. at 75c...	30,156.00
Excavation for shoulders, 46,588 c.y. at 50c.....	23,294.00
Backfill over tile, 846 c.y. at \$1.75.....	1,480.50
Crushed stone, 62,600 tons at \$2.00.....	125,200.00
Application Bitumen, 309,900 gals. at 4c.....	12,396.00
Earth excavation culverts, 1,093 c.y. at 75c.....	819.75
Concrete, 1,309 c.y. at \$12.00.....	15,708.00
Laying 10" tile, 1,196 l.f. at 40c.....	478.40
Laying 12" tile, 135 l.f. at 45c.....	60.75
Laying 15" tile, 1,486 l.f. at 50c.....	743.00
Laying 18" tile, 1,060 l.f. at 55c.....	583.00
Laying 24" tile, 566 l.f. at 65c.....	367.90
Laying 36" tile, 499 l.f. at \$1.00.....	499.00
Rubble fill, 24,922 c.y. at \$1.00.....	24,922.00

3. Contractor has been paid amounts shown in 2 (c) and (d) less holdback of \$5,193.94. An amount of \$2,098.40 is owed by the Department due to change in type of bitumen used.

4. (a) \$312,101.15; (b) \$49,189.35.

5.

	Maintenance	New Construction
Excavation for paving and subgrade.....	40,208 c.y.	
Excavation for shoulders.....	10,841 c.y.	35,747 c.y.
Backfill over tile.....	130 c.y.	716 c.y.
Crushed stone.....	62,600 tons	
Application Bitumen.....	309,900 gals.	
Rock excavation.....	55,107 c.y.	12,822 c.y.
Earth excavation culverts.....	542 c.y.	551 c.y.
Rock excavation culverts.....	618 c.y.	537 c.y.
Concrete.....	851 c.y.	458 c.y.
Laying 10" tile.....	1,196 l.f.	
Laying 12" tile.....	135 l.f.	
Laying 15" tile.....	1,486 l.f.	
Laying 18" tile.....	1,060 l.f.	
Laying 24" tile.....	566 l.f.	
Laying 36" tile.....	499 l.f.	
Rubble fill.....	24,922 c.y.	

The following Bill was introduced and read the first time:—

Bill (No. 31), intituled, "An Act to amend The Power Commission Insurance Act." *Mr. Houck.*

*Ordered*, That the Bill be read the second time to-morrow.

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The Order of the Day for resuming the Adjourned Debate on the Motion for consideration of the Speech of The Honourable the Lieutenant-Governor at the opening of the Session, having been read,

The Debate was resumed and, after some time, Mr. Drew moved an amendment, seconded by Mr. Kennedy,

That the motion for an address in reply to the Speech from His Honour the Lieutenant-Governor be amended by adding thereto the following words:

"But the Members of this Legislature express their regret that the Government has failed to meet the critical needs of our agricultural producers and they insist that the Government immediately take whatever steps are necessary to assure stability of prices and an adequate supply of manpower for the rapidly increasing demands of war production."

The Debate continued and, after some time, it was on the motion of Mr. Kennedy,

*Ordered*, That the Debate be further adjourned until to-morrow.

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The Provincial Secretary presented to the House, by command of The Honourable the Lieutenant-Governor:—

Return to an Order of the House dated March 10th, 1943, That there be laid before this House a Return showing: 1. All advertisements or other notices inviting tenders with respect to repairs, maintenance, new construction, curve rectification, or other works respecting No. 15 King's Highway between Kingston and Seeley's Bay from January 1st, 1941, to January 31st, 1943. 2. A list of all tenders received showing: (a) Name of tenderer; (b) Details of work to be performed, materials to be supplied and any other relevant particulars; (c) Unit prices respecting each item mentioned in (2b); (d) Name of successful tenderer in each instance. (*Sessional Papers No. 51.*)

The Prime Minister tabled a copy of a letter from him to the Prime Minister of Canada regarding the extension of social services. (*Sessional Papers No. 52.*)

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The House then adjourned at 5.10 p.m.

## FRIDAY, MARCH 12TH, 1943

PRAYERS.

3 O'CLOCK P.M.

Mr. Glass, from the Standing Committee on Standing Orders, presented their First Report which was read as follows and adopted:—

Your Committee has carefully examined the following Petitions and finds the notices as published in each case sufficient:—

Of the Corporation of the Town of Petrolia, praying that an Act may pass authorizing the applicants to grant a fixed assessment to the Canadian Oil Companies, Limited.

Of the Canada Permanent Trust Company and Roy Varey as Trustees, praying that an Act may pass terminating the corporate existence of the Woodstock, Thames Valley and Ingersoll Electric Railway Company.

Of the Corporation of the City of St. Catharines, praying that an Act may pass giving the Corporation power to establish minimum housing standards and for other purposes.

Of the Babies' Dispensary Guild, Hamilton, praying that an Act may pass authorizing the Petitioners to transfer all its assets to the City of Hamilton for administration by the Hamilton General Hospital.

Of the Corporation of the Township of Osgoode and the Corporation of the Township of Gloucester, praying that an Act may pass for the purpose of dividing Long Island in the Rideau River between the two Townships.

Of the Corporation of the City of Fort William, praying that an Act may pass empowering the said Corporation to exchange tax sale lands for other lands.

Of the Corporation of the City of Toronto, praying that an Act may pass to validate tax sales, to validate certain retiring allowances, to validate an agreement with the Toronto Transportation Commission and for other purposes.

Of the Rector of St. Thomas Church, Belleville, and the Incorporated Synod of the Diocese of Ontario, praying that an Act may pass authorizing the sale of certain lands in the City of Belleville.

Of the Corporation of the City of Peterborough, praying that an Act may pass authorizing the said Corporation to establish a special fund for use after the present war.

Of the Corporation of the Township of Tarentorus, praying that an Act may pass authorizing the division of the Township into four wards.

Of the Corporation of the City of Sudbury, praying that an Act may pass authorizing the levying of a special tax and to validate by-laws for a drainage scheme.



Of the Corporation of the Town of Cornwall praying that an Act may pass annexing certain lands to the Town and erecting the Town into a City.

In connection with the Petition from the Corporation of the City of Toronto the Clerk of the House informed the Committee that the petitioners had requested the inclusion in the City of Toronto Bill of certain extra sections which had not been advertised. The Committee decided to report the petition as presented with the exception of Section 8 thereof asking for certain legislation in respect to elections in the City of Toronto, the said Section 8 not having been advertised as required by Rule 66 of the Assembly. The Committee also refused to report a further section asked for by the City of Toronto authorizing the City to make a change in the date of holding its municipal elections the proposed section not having been advertised or petitioned for.

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The following Bills were severally introduced and read the first time:—

Bill (No. 1), intituled, "An Act respecting the Town of Petrolia." *Mr. Fairbank.*

Referred to the Committee on Private Bills.

Bill (No. 2), intituled, "An Act respecting the City of Fort William." *Mr. Cox.*

Referred to the Committee on Private Bills.

Bill (No. 3), intituled, "An Act respecting the Woodstock, Thames Valley and Ingersoll Electric Railway Company." *Mr. Freeborn.*

Referred to the Committee on Private Bills.

Bill (No. 4), intituled, "An Act respecting the City of St. Catharines." *Mr. Anderson.*

Referred to the Committee on Private Bills.

Bill (No. 5), intituled, "An Act respecting the Babies' Dispensary Guild, Hamilton." *Mr. Newlands.*

Referred to the Committee on Private Bills.

Bill (No. 8), intituled, "An Act respecting the Townships of Osgoode and Gloucester." *Mr. Acres.*

Referred to the Committee on Private Bills.

Bill (No. 10), intituled, "An Act respecting the Township of Tarentorus." *Mr. Miller.*

Referred to the Committee on Private Bills.

Bill (No. 15), intituled, "An Act respecting the Incorporated Synod of the Diocese of Ontario and St. Thomas Church, Belleville." *Mr. Arnott.*

Referred to the Committee on Private Bills.

Bill (No. 18), intituled, "An Act respecting the Town of Cornwall." *Mr. Brownridge.*

Referred to the Committee on Private Bills.

Bill (No. 32), intituled, "An Act to amend The Mental Hospitals Act." *Mr. Kirby.*

*Ordered*, That the Bill be read the second time on Monday next.

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The Honourable the Minister of Highways tabled the following addition to the answer to Question No. 19 which was tabled on March 11th, 1943:—

Mr. Doucett asked the following Question (No. 19):—

1. From January 1st, 1941, to January 31st, 1943, what contracts were employed by the Government on No. 15 Highway between Kingston and Seeley's Bay. 2. With respect to each contractor employed, state: (a) Name; (b) General description of work required to be performed; (c) Quantities and unit prices as to rock excavation and total amount paid to each in respect thereof; (d) Quantities, unit prices and total amount paid each with respect to items other than rock excavation. 3. Give particulars as to any outstanding accounts. 4. With respect to sums paid each contractor, what amounts were treated as: (a) Ordinary expenditure; (b) Capital expenditure. 5. With respect to work performed by each contractor, state what items were treated as maintenance and what as new construction.

Additional answer:—

1. W. H. Code. 2. (a) W. H. Code; (b) Supply, lay, and roll cold mix material; (c) Nil; (d) 362.5 tons at \$5.10 equals \$1,846.45. 3. Nil. 4. (a) \$1,846.45; (b) Nil. 5. All treated as maintenance.

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The Order of the Day for resuming the Adjourned Debate on the Amendment to the Motion for consideration of the Speech of The Honourable the Lieutenant-Governor at the opening of the Session, having been read,

The Debate was resumed and, after some time, it was, on the motion of Mr. Stewart,

*Ordered*, That the Debate be adjourned until Tuesday next.

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The House then adjourned at 4.40 p.m.

## MONDAY, MARCH 15TH, 1943

PRAYERS.

3 O'CLOCK P.M.

The following Petition was brought up and laid upon the Table:—

By Mr. Trottier, the Petition of the Corporation of the City of Windsor.

Mr. Elgie asked the following Question (No. 14):—

1. From February 1st, 1940, to January 31st, 1943, what additional accommodation was acquired for mental hospital patients by securing additional properties for hospital use, giving particulars as to properties and amount of bed accommodation gained. 2. During the period mentioned in (1), what additional accommodation was gained at existing hospitals by: (a) New construction; (b) Remodelling and renovation. 3. What was the cost of: (a) The new construction referred to in (2); (b) The remodelling and renovation mentioned in (2).

The Honourable the Minister of Health replied as follows:—

1. While the answer, restricted to within the dates indicated, would be "None," it should be noted that St. Thomas Hospital was completed and occupied in the Fall of 1939 with a bed accommodation for 1,822 patients. On the outbreak of war, the St. Thomas Hospital was leased by the Province to the Dominion for war purposes, rent free, for the duration. There was opened in the Fall of 1939, the Children's Unit at Woodstock, to accommodate 388 epileptic children who were to be transferred from the Orillia Hospital. When St. Thomas was closed, the new unit at Woodstock was used to accommodate some 600 T.B. mental patients who were being cared for in the other existing hospitals, and there was leased from the City of Toronto, rent free for the duration, Langstaff Industrial Farm for use as a Mental Hospital to accommodate 400 patients. There have, therefore, been 1,000 more beds provided, 600 at Woodstock and 400 at Langstaffe, than existed prior to the opening of St. Thomas. 2. (a) Farm Colony House was constructed at Orillia for 40 patients. Due to demands made upon the construction industry as to labour and materials for war purposes, the Government did not proceed with its programme of construction of new hospitals; (b) None, but certain changes were made to existing buildings at Ontario Hospital, London, in the Fall of 1939, which gave accommodation for 72 more beds. 3. (a) Approximately \$10,500.00 minor items to be completed; (b) Nil.

Mr. Doucett asked the following Question (No. 21):—

1. Is the Government still the owner of the lands acquired for the construction of the Eastern Hospital for Defectives near Smith's Falls, and, if so, state what use is being made of the lands; if disposed of, give details. 2. What additional accommodation has been provided for mental defectives by the Govern-

ment in each of the fiscal years ending March 31st, 1936, 1937, 1938, 1939, 1940, 1941, 1942 and the period April 1st, 1942, to December 31st, 1942.

The Honourable the Minister of Health replied as follows:—

1. No. Sold on August 23rd, 1937, to W. A. Bisonette, R.R. No. 3, Smith's Falls, for \$2,500 cash. 2. 1938. 60 beds.

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Mr. Doucett asked the following Question (No. 23):—

1. From April 1st, 1942, to January 31st, 1943, what mileage of roads in the organized counties has been incorporated into the provincial highways system, giving location and length of each addition.

The Honourable the Minister of Highways replied as follows:—

1. None.

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Mr. Elgie asked the following Question (No. 28):—

1. Has the mental health clinic operated from the Ontario Hospital at New Toronto been discontinued and, if so, when and why. 2. Have any representations been made to the Government with a view to reopening the clinic and, if so, by whom and what is their general nature. 3. Was the mental health clinic operated at Ottawa from the Ontario Hospital at Brockville discontinued and, if so, when and why. 4. Has the mental health clinic operated at Ottawa under supervision of the Ontario Hospital at Brockville been reopened and, if so, when and why, stating generally the source and nature of the representations leading to the reopening. 5. How many mental health clinics are now operating and to what hospitals are they attached, also indicating what clinics, if any, have been discontinued since March 31st, 1936.

The Honourable the Minister of Health replied as follows:—

1. Yes. September, 1936. Shortage of personnel trained in mental health clinic work. The duties of this clinic were taken over in part by a clinic operating out of the Ontario Hospital, Hamilton, and in part by the outpatient department of the Toronto Psychiatric Hospital. 2. Requests were received from social service agencies for examination of children. These examinations have been made by other clinics. 3. Yes. July 27th, 1942. All three members of the clinic joined the Canadian Forces. 4. Yes. November 30th, 1942. Request of the Social Service Agencies in Ottawa. 5. Five mental health clinics are now operating. The Ontario Hospital, Brockville, Hamilton, Kingston, London, and the Toronto Psychiatric Hospital. Clinics discontinued since March 31st, 1936—New Toronto, Orillia and Whitby.

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Mr. Elgie asked the following Question (No. 30):—

1. What was the average number of patients boarded out from Ontario



Hospitals during the year ended March 31st, 1942. 2. What was the amount paid by the Government during the fiscal year ended March 31st, 1942, for the boarding out of patients from the Ontario Hospitals. 3. What is the weekly or monthly rate paid by the Government for board and lodging with respect to each patient boarded out from Ontario Hospitals. 4. What is the approximate additional weekly cost to the Government with respect to each patient boarded out, as to clothing, minor comforts and all incidentals. 5. What are the general standards laid down as to meals, living quarters and general supervision of patients boarded out and what measures are taken to see that such standards are observed.

The Honourable the Minister of Health replied as follows:—

1. 527. 2. \$124,597.19. 3. \$4.50 to \$6.00 weekly. 4. 30c. 5. Prospective boarding homes are inspected by the social worker and a detailed report on the accommodation offered is submitted to the Department of Health. If the report is satisfactory, a certificate for "An Approved Home" is issued. Social worker or visiting nurse visits the approved home at frequent intervals and physicians of the hospital visit every three or four months. Meals are inspected on some of visits by hospital staff. All patients are weighed by the clinic at regular intervals.

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Mr. McArthur moved, seconded by Mr. Kirby,

That in the opinion of this House,—The purposes for which the present world conflict is being waged by the British peoples and their Allies will not have been achieved until effective provision is made for the abolition of want, disease and idleness; and most commendable progress has already been made by this Province in the establishment and maintenance of social security contributing to the well-being of its citizens; and

It is desirable that the Government of this Province give consideration to such further measures as it may deem necessary to provide still greater social security to its citizens consistent with the constitutional powers of the Province and the maintenance of its financial integrity; and

It is desirable that the Government of this Province confer with the Government of Canada and with other governing bodies to the end that such further measures may be effective in achieving their purposes, and that provision should be made by an Act of this Legislature for the appointment of a Committee with authority to examine and report on social security in the Province of Ontario.

And a Debate having arisen, after some time it was, on the motion of Mr. Strachan,

*Ordered*, That the Debate be adjourned until to-morrow.

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The Provincial Secretary presented to the House, by command of the Honourable the Lieutenant-Governor:—

Annual Report of the Hospitals Division, Department of Health, upon the Ontario Hospitals for the Mentally Ill, Mentally Defective, Epileptic and Habituate Patients of the Province of Ontario for year ending March 31st, 1942. (*Sessional Papers No. 15.*)

Also, Annual Report of Department of Health, Ontario, for year 1942. (*Sessional Papers No. 14.*)

Also, Report of the Liquor Control Board of Ontario for twelve months fiscal period ending March 31st, 1942. (*Sessional Papers No. 20.*)

Also, Return to an Order of the House dated April 8th, 1942, That there be laid before this House a Return showing: (a) the number of motor cars and trucks purchased by the Government and by any Board or Commission of the Government, the Hydro-Electric Power Commission of Ontario excepted, from March 1st, 1941, to March 31st, 1942; (b) the Department, Board or Commission for which purchased; (c) date of purchase; (d) make of car or truck; (e) type of car or truck; (f) from whom purchased, with address; (g) purchase price; (h) particulars of any trade-in involved; (i) indicating which of the cars so purchased are still owned by the Government or its Boards or Commissions. (*Sessional Papers No. 54.*)

Also, Return to an Order of the House dated April 15th, 1942, That there be laid before this House a Return showing: 1. What cutting rights as to timber or pulpwood have been granted by the present Government to: (a) E. E. Johnson; (b) The Johnson Sawmill Company; (c) the Great Lakes Lumber Company; (d) any company or firm in which E. E. Johnson is a director, officer or partner. 2. With respect to the cutting rights mentioned in (1), state: (a) to whom granted; (b) date of each license or other authority; (c) areas covered by each license or other authority; (d) kinds and estimated quantities of timber and pulpwood covered by each license or other authority; (e) rate of dues and rate of bonus in each instance; (f) particulars as to any renewal undertakings given by the Government. 3. Were the cutting rights in each case disposed of by public tender; if not, state particulars. 4. Are timber and pulpwood cut required to be manufactured within Ontario; if the Manufacturing Conditions have been or are proposed to be abrogated in whole or in part, state particulars. 5. What is the official position of E. E. Johnson with the Great Lakes Lumber Company. 6. What sawmills or pulpmills are operated by the persons, firms or companies mentioned in (1), stating: (a) location; (b) daily capacity; (c) when constructed; (d) when placed in operation. 7. With respect to the cutting rights mentioned in (1) what is the rate charged: (a) as to ground rent; (b) as to fire tax. (*Sessional Papers No. 53.*)

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The Prime Minister tabled an answer to his letter to Prime Minister King regarding the extension of Social Services in Canada. (*Sessional Papers No. 52.*)

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The House then adjourned at 6.00 p.m.

TUESDAY, MARCH 16TH, 1943

PRAYERS.

3 O'CLOCK P.M.

The following Petition was read and received:—

Of the Corporation of the City of Windsor, praying that an Act may pass to validate certain retiring allowances and to authorize increased investment of sinking fund monies in City of Windsor debentures.

The following Bill was introduced and read the first time:—

Bill (No. 33), intituled, "An Act to amend The Power Commission Act."  
*Mr. Houck.*

*Ordered,* That the Bill be read the second time to-morrow.

Mr. Elgie asked the following Question (No. 27):—

1. In each of the fiscal years ending March 31st, 1941, and 1942, and for the 10 months' period April 1st, 1942, to January 31st, 1943: (a) What was the gallonage of beer, ale and allied products sold by breweries and brewery warehouses for resale in standard hotels; (b) What was the wholesale price to authority holders of the beer, ale and allied products mentioned in (a) and state whether value is less container value or otherwise; (c) What was the gallonage of native wine sold for resale in standard hotels; (d) What was the wholesale price to authority holders of the native wine referred to in (c); (e) What was the quantity and value of beers, ales and allied products sold by the Liquor Control Board of Ontario to standard hotels for resale; (f) What was the quantity and value of imported or foreign wine sold by the Liquor Control Board of Ontario to standard hotels for resale.

The Honourable the Prime Minister replied as follows:—

	For 12 months ending Mar. 31, 1941	For 12 months ending Mar. 31, 1942	For 10 months ending Jan. 31, 1943
(a) and (e):			
Gallonage of all beer, ale, stout and porter sold to Hotel Authority Holders from Brewers' Retail Stores and Liquor Control Board Stores.....	19,032,043	22,172,729	20,204,494

(b) and (c):

Value of all beer, ale, stout and porter sold to Hotel Authority Holders from Brewers' Retail Stores and Liquor Control Board Stores—less container value.....	\$20,172,495.39	\$23,493,059.43	\$23,344,533.06
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(c) and (f).....Information as to gallonage not available.

(d) and (f)

Value of Native and Imported Wines sold to Authority Holders .....	\$140,420.02	\$136,783.90	\$110,678.56
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NOTE: The records of the Liquor Control Board of Ontario, while kept in a sufficiently comprehensive manner to ensure the collection of all revenue, are not maintained in such detail as will permit the submission of the information asked for under the classifications desired. .

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Mr. Elgie asked the following Question (No. 32):—

1. What was the number of convictions for drunkenness in the fiscal year ending March 31st, 1942, specifying: (a) Convictions as to first offenders; (b) Convictions as to second offenders; (c) Convictions as to third or subsequent offenders.

The Honourable the Attorney-General replied as follows:—

(a), (b) and (c)—Fiscal year ending March 31st, 1942, 17,162.

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Mr. Stewart asked the following Question (No. 36):—

1. Was there an inquest held into the double fatality which occurred at Cobourg on November 25th, 1942 (murder and suicide). If so, what was the Coroner's verdict. 2. If no inquest was held, why not. 3. If no inquest was held, is it proposed to hold one. When.

The Honourable the Attorney-General replied as follows:—

1. No. 2. The disclosures at an inquest would likely prejudice police investigation. 3. The holding of an inquest depends on developments in the police investigation.

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The Order of the Day for resuming the Adjourned Debate on the Resolution. That in the opinion of this House,—The purposes for which the present world



conflict is being waged by the British peoples and their Allies will not have been achieved until effective provision is made for the abolition of want, disease and idleness; and most commendable progress has already been made by this Province in the establishment and maintenance of social security contributing to the well-being of its citizens; and

It is desirable that the Government of this Province give consideration to such further measures as it may deem necessary to provide still greater social security to its citizens consistent with the constitutional powers of the Province and the maintenance of its financial integrity; and

It is desirable that the Government of this Province confer with the Government of Canada and with other governing bodies to the end that such further measures may be effective in achieving their purposes, and that provision should be made by an Act of this Legislature for the appointment of a Committee with authority to examine and report on social security in the Province of Ontario, having been read,

Mr. Speaker announced his ruling on the amendments offered yesterday by Mr. Frost, seconded by Mr. Welsh, as follows:—

That the Motion be amended by adding the following words thereto: "But this House regrets that the government has introduced no legislation to provide for the re-establishment of the members of our fighting forces in civilian occupations; for after the war reconstruction of our country and for work, wages and proper social security for our people."

Mr. Speaker ruled the amendment out of order on the ground that the subject matter of it was included in the provisions of the main motion.

On an appeal from the ruling of Mr. Speaker he was sustained on the following Division:—

## YEAS

Anderson	Duncan	Macfie
Armstrong	Fairbank	MacGillivray
Bégin	Fletcher	MacKay
Belanger	Freeborn	Mercer
Bethune	Gardhouse	Murray
Blakelock	Gordon	McArthur
Bradley	Guthrie	McEwing
Brownridge	Hagey	McQuesten
Campbell	Heenan	Newlands
(Kent, East)	Hipel	Nixon
Carr	Houck	(Brant)
Cholette	Hunter	Patterson
Conant	Kelly	Sinclair
Croome	King	Smith
Cross	Kirby	Strachan—45
Dewan	Laurier	

## NAYS

Acres	Duckworth	Macaulay
Arnott	Dunbar	Murphy
Black	Elgie	Reynolds
Challies	Frost	Stewart
Doucett	Hepburn	Welsh—16
Drew	(Prince Edward-Lennox)	

The Debate having continued, after some time Mr. Challies moved, in amendment, seconded by Mr. Drew, That the words after the word "authority" in the Resolution be struck out and the following be substituted therefor, "to undertake, with special reference to the constitutional relationship between the Dominion and Provincial Governments, a survey of existing social schemes here and elsewhere, and with due regard to the probable course of events after the war, to make recommendations for a unified, comprehensive, and workable plan which will assure a proper standard of work, wages, health, education, and living conditions for all our people with particular reference to the re-establishment of the men and women in our fighting forces and war industries."

The Debate was resumed, and, after some time, the amendment to the Motion, having been put, was declared to be lost.

The Motion then having been put was declared to be carried and it was accordingly resolved, That in the opinion of this House,—The purposes for which the present world conflict is being waged by the British peoples and their Allies will not have been achieved until effective provision is made for the abolition of want, disease and idleness; and most commendable progress has already been made by this Province in the establishment and maintenance of social security contributing to the well-being of its citizens; and

It is desirable that the Government of this Province give consideration to such further measures as it may deem necessary to provide still greater social security to its citizens consistent with the constitutional powers of the Province and the maintenance of its financial integrity; and

It is desirable that the Government of this Province confer with the Government of Canada and with other governing bodies to the end that such further measures may be effective in achieving their purposes, and that provision should be made by an Act of this Legislature for the appointment of a Committee with authority to examine and report on social security in the Province of Ontario.

---

The Order of the Day for resuming the Adjourned Debate on the Amendment to the Motion for consideration of the Speech of the Honourable the Lieutenant-Governor at the opening of the Session, having been read,

The Debate was resumed and, after some time, it was, on the motion of Mr. Duckworth,

*Ordered*, That the Debate be adjourned until to-morrow.

The Honourable the Minister of Education tabled a statement regarding admission of aliens to Ontario Universities. (*Sessional Papers No. 55.*)

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The House then adjourned at 10.00 p.m.

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WEDNESDAY, MARCH 17TH, 1943

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PRAYERS.

3 O'CLOCK P.M.

The following Bill was introduced and read the first time:—

Bill (No. 34), intituled, "An Act to provide relief to lessors under Gas and Oil Leases." *Mr. Fairbank.*

*Ordered,* That the Bill be read the second time to-morrow.

---

The Order of the Day for resuming the Adjourned Debate on the Amendment to the Motion for consideration of the Speech of the Honourable the Lieutenant-Governor at the opening of the Session, having been read,

The Debate was resumed and, after some time, Mr. Dewan moved in amendment to the amendment, seconded by Mr. Hipel, That all the words in the amendment after the word "legislature" in the first line thereof be struck out and the following substituted therefor,—“express satisfaction that the Government has been doing and is doing everything possible to assure better and more stable prices for farm products and an adequate supply of manpower for farm help and for the rapidly increasing demands of war production in view of the fact that the Parliament and Government of Canada have control over the price structure and over the manpower of the entire nation.”

The Debate was resumed and, after some time, it was, on the motion of Mr. Acres,

*Ordered,* That the Debate be adjourned until to-morrow.

---

The House then adjourned at 5.55 p.m.

THURSDAY, MARCH 18TH, 1943

PRAYERS.

3 O'CLOCK P.M.

Mr. Fletcher, from the Standing Committee on Private Bills, presented their First Report which was read as follows and adopted:—

Your Committee begs to report the following Bills without amendment:—

Bill (No. 1), An Act respecting the Town of Petrolia.

Bill (No. 3), An Act respecting The Woodstock, Thames Valley and Ingersoll Electric Railway Company.

Bill (No. 5), An Act respecting The Babies' Dispensary Guild, Hamilton.

Your Committee begs to report the following Bill with a certain amendment:—

Bill (No. 10), An Act respecting the Township of Tarentorus.

With respect to Bill (No. 2), An Act respecting the City of Fort William, and Bill (No. 4), An Act respecting the City of St. Catharines, your Committee begs to recommend that these Bills be not further proceeded with.

Your Committee would recommend that the fees, less the penalties, if any, and the actual cost of printing be remitted on Bill (No. 5), "An Act respecting the Babies' Dispensary Guild, Hamilton," on the ground that they relate to a charitable institution.

*Ordered*, That the fees less the penalties, if any, and the actual cost of printing be remitted on Bill (No. 5), "An Act respecting the Babies' Dispensary Guild, Hamilton" on the grounds that they relate to a charitable institution.

The following Bill was introduced and read the first time:—

Bill (No. 35), intituled, "An Act to provide for the Establishment of a Committee to consider Social Security and the Rehabilitation of Members of the Forces and Civilians." *Mr. Conant*.

*Ordered*, That the Bill be read the second time to-morrow.

The Order of the Day for resuming the Adjourned Debate on the amendment to the amendment to the motion for the consideration of the Speech of the Honourable the Lieutenant-Governor at the opening of the Session, having been read,

The Debate continued and, after some time, Mr. Drew moved, seconded by Mr. Macaulay, That the House now adjourn, which motion was defeated on the following Division:—



## YEAS

Acres	Dunbar	Macaulay
Arnott	Elgie	Murphy
Challies	Frost	Reynolds
Downer	Henry	Stewart
Drew	Hepburn	Welsh—16
Duckworth	(Prince Edward-Lennox)	

## NAYS

Anderson	Dickson	Laurier
Armstrong	Duncan	Macfie
Ballantyne	Fairbank	MacKay
Bégin	Fletcher	Mercer
Belanger	Freeborn	McEwing
Bethune	Glass	McQuesten
Campbell	Guthrie	Nixon
(Kent, East)	Habel	(Brant)
Conant	Heenan	Oliver
Cooper	Houck	Smith
Croome	Hunter	Strachan
Dewan	Kelly	Trottier—34

The Debate was resumed and the House having continued to sit until twelve of the clock midnight,

Friday, March 19th, 1943.

The Debate was continued and, after some time, Mr. Drew called Mr. Speaker's attention to the fact that the House lacked a quorum and Mr. Speaker accordingly adjourned the House at 12.05 a.m.

## FRIDAY, MARCH 19TH, 1943

## PRAYERS.

3 O'CLOCK P.M.

Mr. Brownridge, from the Select Standing Committee on Standing Orders, presented the following as their Second and Final Report, which was read as follows and adopted:—

Your Committee has carefully considered the following Petitions and finds the notices as published in each case sufficient:—

Of the Corporation of the Town of Leamington, praying that an Act may pass validating certain tax arrears certificates registered previous to October 10th, 1941.

Of the Corporation of the Village of Norwood, praying that an Act may pass empowering the said Village to purchase the Norwood Skating and Curling Rink.

Of the Corporation of the Township of East York, praying that an Act may pass prohibiting the annexation of any part of the said Township to any adjoining municipality for a period of five years.

Of the Corporation of the United Counties of Stormont, Dundas and Glengarry, praying that an Act may pass to validate By-law No. 2818 of the said United Counties equalizing the assessment of the various municipalities in the Counties.

Of the Corporation of the City of Hamilton, praying that an Act may pass validating By-law No. 5345 of the Petitioner to annex a portion of the Township of Saltfleet to the said City.

Of the Corporation of the Township of Etobicoke, praying that an Act may pass providing for the dissolution of any Village or Police Village in the Township under certain conditions; also, to correct a description in a certain tax arrears certificate.

Of the Corporation of the City of Windsor, praying that an Act may pass to validate certain retiring allowances and to authorize increased investment of sinking fund monies in City of Windsor debentures.

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On motion of Mr. Gordon, seconded by Mr. Conant,

*Ordered*, That this House will to-day resolve itself into the Committee of Supply.

---

The following Bills were severally introduced and read the first time:—

Bill (No. 6), intituled, "An Act respecting the Town of Leamington." *Mr. Fletcher.*

Referred to the Committee on Private Bills.

Bill (No. 7), intituled, "An Act respecting the Village of Norwood." *Mr. Carr.*

Referred to the Committee on Private Bills.

Bill (No. 11), intituled, "An Act respecting the Township of East York." *Mr. Henry.*

Referred to the Committee on Private Bills.

Bill (No. 12), intituled, "An Act respecting the United Counties of Stormont, Dundas and Glengarry." *Mr. Brownridge.*

Referred to the Committee on Private Bills.

Bill (No. 13), intituled, "An Act respecting the City of Hamilton." *Mr. Newlands.*

Referred to the Committee on Private Bills.

Bill (No. 16), intituled, "An Act respecting the Township of Etobicoke." *Mr. Gardhouse.*

Referred to the Committee on Private Bills.

Bill (No. 19), intituled, "An Act respecting the City of Windsor." *Mr. Trottier.*

Referred to the Committee on Private Bills.

Bill (No. 14), intituled, "An Act respecting the City of Toronto." *Mr. Strachan.*

Referred to the Committee on Private Bills.

Bill (No. 9), intituled, "An Act respecting the City of Sudbury." *Mr. Cooper.*

Referred to the Committee on Private Bills.

Bill (No. 17), intituled, "An Act respecting the City of Peterborough." *Mr. Patterson.*

Referred to the Committee on Private Bills.

Bill (No. 24), intituled, "An Act to prevent Discrimination on account of Race or Creed." *Mr. Glass.*

*Ordered,* That the Bill be read the second time on Monday next.

Bill (No. 23), intituled, "An Act to amend The Public Health Act." *Mr. Kirby.*

*Ordered,* That the Bill be read the second time on Monday next.

---

Mr. Conant delivered to Mr. Speaker a message from the Lieutenant-Governor, signed by himself; and the said message was read by Mr. Speaker, and is as follows:—

#### ALBERT MATTHEWS

The Lieutenant-Governor transmits Estimates of certain sums required for the services of the Province for the year ending 31st March, 1944, and recommends them to the Legislative Assembly.

Toronto, March 19th, 1943.

(*Sessional Papers No. 2.*)

*Ordered*, That the message of the Lieutenant-Governor, together with the Estimates accompanying the same, be referred to the Committee of Supply.

---

The Order of the Day for the House to resolve itself into the Committee of Supply having been read,

Mr. Gordon moved,

That Mr. Speaker do now leave the Chair and that the House resolve itself into the Committee of Supply.

And a Debate having ensued, it was, on the motion of Mr. Macaulay,

*Ordered*, That the Debate be adjourned.

---

During the course of his presentation of the Budget the Provincial Treasurer laid on the Table the following statements:—



## THE FUNDED DEBT OF ONTARIO

DETAIL SUMMARY OF ESTIMATED CHANGES FOR THE FISCAL YEAR  
ENDING MARCH 31ST, 1943

As at March 31st, 1942 (after deducting Sinking Funds)..... \$619,495,686.16

## ADD—Sale of Debentures:

CF—5%, due September 1st, 1947.....	\$ 700,000.00	
RT—2%, due December 15th, 1945.....	10,000,000.00	
RT—3%, due June 15th, 1953.....	10,000,000.00	
RU—2½%, due July 1st, 1945.....	15,000,000.00	
TF-B—3½%, due January 1st, 1952.....	1,100,000.00	
TF-D—3½%, due April 15th, 1972.....	6,850,000.00	
TI—4¾%, due November 1st, 1982.....	2,000,000.00	45,650,000.00
		<u>\$665,145,686.16</u>

## LESS—Redemptions:

RM—2%, due May 1st, 1942.....	\$ 1,250,000.00	
AL—4%, due May 15th, 1942.....	543,000.00	
AP—4½%, due May 15th, 1942.....	484,000.00	
AS—4%, due June 1st, 1942.....	468,000.00	
RK—1½%, due June 1st, 1942.....	1,200,000.00	
AW—5½%, due July 1st, 1946.....	100.00	
CF—5%, due September 1st, 1942.....	700,000.00	
WW & YY—6%, due September 15th, 1943.....	60,000.00	
AC—5%, due October 1st, 1942.....	19,948,000.00	
RH—2%, due October 15th, 1942.....	7,500,000.00	
RQ—2%, due November 1st, 1942.....	1,200,000.00	
RS—2%, due November 1st, 1942.....	1,050,000.00	
AK—4½%, due November 1st, 1942.....	800,000.00	
AD—5½%, due December 1st, 1942.....	15,393,000.00	
AH—4½%, due December 1st, 1942.....	700,000.00	
AJ—4½%, due January 15th, 1943.....	800,000.00	
AR—4½%, due January 15th, 1943.....	422,000.00	
RB—2½%, due January 15th, 1943.....	1,000,000.00	
	<u>\$53,518,100.00</u>	
Railway Aid Certificates.....	25,850.53	
Sinking Fund Provisions—Current Year—		
Instalments.....	1,181,000.00	
Earnings.....	15,806.00	54,740,756.53

Estimated as at March 31st, 1943 (after deducting Sinking Funds)..... \$610,404,929.63

Total New Issued.....	\$45,650,000.00
Total Redemptions.....	54,740,756.53

Net Decrease.....	<u>\$ 9,090,756.53</u>
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## PROVINCE OF ONTARIO

## TEMPORARY LOANS—TREASURY BILLS

(Estimated to be outstanding as at March 31st, 1943)

Date of Maturity	Date of Issue	Series	Rate %	Amount Outstanding	Where Payable
1943—June 27	1942—June 27	RT-X	1.75%	\$ 2,000,000.00	Canada
Sept. 1	Sept. 1	RT-AB	1.75%	5,000,000.00	"
Sept. 1	Sept. 1	RT-AD	1.75%	2,000,000.00	"
Sept. 3	Sept. 3	RT-Y	1.75%	1,000,000.00	"
Sept. 3	Sept. 3	RT-AH	1.75%	1,000,000.00	"
Sept. 13	Sept. 13	RT-Z	1.75%	3,000,000.00	"
Sept. 13	Sept. 13	RT-AA	1.75%	2,000,000.00	"
Sept. 13	Sept. 13	RT-AB	1.75%	5,000,000.00	"
Sept. 13	Sept. 13	RT-AF	1.75%	5,000,000.00	"
Nov. 1	Nov. 1	RT-U	1.75%	10,000,000.00	"
Dec. 4	Dec. 4	RT-AK	1.75%	4,000,000.00	"
Dec. 5	Dec. 5	RT-AJ	1.75%	2,000,000.00	"
Dec. 5	Dec. 5	RT-AL	1.75%	1,000,000.00	"
				<u>\$43,000,000.00</u>	
This will show a reduction of—					
Outstanding as at March 31st, 1942.....				\$49,500,000.00	
Outstanding as at March 31st, 1943.....				43,000,000.00	
				<u>\$ 6,500,000.00</u>	

## PROVINCE OF ONTARIO

## CONTINGENT LIABILITIES

Bonds, etc., Guaranteed by the Province  
(Estimated as at March 31st, 1943)

Total (as per Public Accounts, March 31st, 1942).....\$125,245,722.81

ADD—New Guarantees for fiscal year ending March 31st, 1943—

Co-Operative Associations.....	\$ 5,000.00	
Park Commissions.....	3,000,000.00	
Power Commissions.....	31,500,000.00	
		<u>34,505,000.00</u>
		\$159,750,722.81

LESS—Principal Maturities redeemed or to be redeemed during  
the fiscal year ending March 31st, 1943—

Co-Operative Associations.....	\$ 95,628.71	
Housing.....	73,801.63	
Municipalities.....	44,912.09	
Park Commissions.....	3,116,000.00	
Power Commissions.....	32,307,000.00	
Railways.....	925,000.00	
Schools.....	181,324.21	
Universities.....	104,206.43	
		<u>36,847,873.07</u>

\$122,902,849.74

LESS—Sinking Fund Deposits for the fiscal year ending March 31st, 1943..... 26,012.99

Estimated Net Contingent Liability of the Province as at March 31st, 1943... \$122,876,836.75

## SUMMARY

Contingent Liability of the Province—March 31st, 1942.....	\$125,245,722.81
Estimated Contingent Liability of the Province—March 31st, 1943.....	122,876,836.75
Estimated Decrease.....	<u>\$ 2,368,886.06</u>

## INTERIM STATEMENT OF GROSS ORDINARY REVENUE

FISCAL YEAR APRIL 1, 1942—MARCH 31, 1943

10 Months Actual—2 Months Forecast—12 Months

DEPARTMENT	Detail	Gross Ordinary Revenue
1—AGRICULTURE.....		\$ 360,000.00
2—ATTORNEY-GENERAL.....		1,017,800.00
3—EDUCATION.....		50,000.00
4—GAME AND FISHERIES.....		950,000.00
5—HEALTH:		
Main Office and Branches.....	\$ 93,000.00	
Hospitals Branch.....	1,495,000.00	1,588,000.00
6—HIGHWAYS:		
Main Office.....	17,000.00	
Gasoline Tax Branch.....	25,115,000.00	
Miscellaneous Permits Branch.....	100,000.00	
Motor Vehicles Branch.....	6,000,000.00	31,232,000.00

7—INSURANCE.....		\$ 215,000.00
8—LABOUR.....		105,000.00
9—LANDS AND FORESTS.....		5,800,000.00
10—LEGISLATION.....		9,000.00
11—MINES.....		2,540,000.00
12—MUNICIPAL AFFAIRS:		
Main Office.....	\$ 3,800.00	
Municipal Board.....	12,000.00	15,800.00
13—PRIME MINISTER.....		14,000.00
14—PROVINCIAL SECRETARY:		
Main Office and Registrar-General's Branch.....	365,000.00	
Reformatories and Prisons Branch.....	760,000.00	1,125,000.00
15—PROVINCIAL TREASURER:		
Main Office—Subsidy.....	3,173,621.28	
Interest.....	71,154.12	
Miscellaneous.....	400,000.00	
Liquor Control Board.....	17,275,000.00	
Controller of Revenue Branch:		
Succession Duty.....	11,000,000.00	
Subsidy in lieu of Corporation Tax.....	19,192,089.79	
“ “ “ “ Income Tax.....	8,400,536.45	
Corporations Tax (Refunds).....	1,100,000.00	
Income Tax.....	570,000.00	
Race Tracks.....	804,582.62	
Security Transfer Tax.....	220,000.00	
Land Transfer Tax.....	375,000.00	
Law Stamps.....	375,000.00	
Motion Picture Censorship and Theatre Inspection Branch	190,000.00	
Savings Office.....	293,000.00	
		61,239,984.26
16—PUBLIC WELFARE.....		7,200.00
17—PUBLIC WORKS.....		100,000.00
MISCELLANEOUS.....		100,000.00
		\$106,468,784.26
PUBLIC DEBT—Interest, etc.....		8,764,393.18
		<u>\$115,233,177.44</u>

## SUMMARY

Gross Ordinary Revenue.....	\$115,233,177.44
Less: Gross Ordinary Expenditure (before providing for Unemployment Direct Relief, Provision for Sink- ing Funds and Maturing Railway Aid Certificates).....	<u>102,106,524.47</u>
Surplus: (before providing for Unemployment Direct Relief, Provision for Sinking Fund, and Maturing Railway Aid Certificates).....	13,126,652.97
Less: Unemployment Direct Relief and Administration thereof.....	\$1,650,000.00
Provision for Sinking Fund.....	1,181,000.00
Maturing Railway Aid Certificates.....	25,850.53
	<u>2,856,850.53</u>
Interim Surplus.....	<u>\$ 10,269,802.44</u>



## INTERIM STATEMENT OF GROSS ORDINARY EXPENDITURE

FISCAL YEAR APRIL 1, 1942—MARCH 31, 1943

10 Months Actual—2 Months Forecast—12 Months

DEPARTMENT	Detail	Gross Ordinary Expenditure
1—AGRICULTURE.....		\$ 5,990,000.00
2—ATTORNEY-GENERAL.....		3,345,800.00
3—EDUCATION.....		14,400,000.00
4—GAME AND FISHERIES.....		595,000.00
5—HEALTH:		
Main Office and Branches.....	\$1,700,000.00	
Hospitals Branch.....	9,800,000.00	11,500,000.00
6—HIGHWAYS.....		13,600,000.00
7—INSURANCE.....		60,000.00
8—LABOUR.....		700,000.00
9—LANDS AND FORESTS.....		3,400,000.00
10—LEGISLATION.....		270,000.00
11—LIEUTENANT-GOVERNOR.....		10,175.00
12—MINES.....		340,000.00
13—MUNICIPAL AFFAIRS.....		3,100,000.00
14—PRIME MINISTER.....		340,000.00
15—PROVINCIAL AUDITOR.....		115,500.00
16—PROVINCIAL SECRETARY:		
Main Office and Registrar-General's Branch.....	158,000.00	
Reformatories and Prisons Branch.....	1,775,000.00	1,933,000.00
17—PROVINCIAL TREASURER:		
Main Office.....	857,000.00	
Budget Committee Office.....	8,000.00	
Controller of Revenue Branch.....	231,000.00	
Motion Picture Censorship and Theatre Inspection Branch.....	39,000.00	
Post Office.....	139,000.00	
Savings Office.....	293,000.00	1,567,000.00
18—PUBLIC WELFARE:		
Main Office and Branches.....	510,000.00	
Old Age and Pensions for the Blind Commission.....	3,880,000.00	
Mothers' Allowances Commission.....	3,840,000.00	8,230,000.00
19—PUBLIC WORKS.....		771,000.00
20—MISCELLANEOUS:		
Miscellaneous Grants, etc.....		105,900.00
STATIONERY ACCOUNT.....		40,000.00
		\$ 70,413,375.00
PUBLIC DEBT—Interest, Exchange, etc.....		32,900,000.00
		\$103,313,375.00
ADD: Unemployment Direct Relief and Administration thereof.....		1,650,000.00
		\$104,963,375.00

## INTERIM STATEMENT OF GROSS CAPITAL PAYMENTS

FISCAL YEAR APRIL 1, 1942—MARCH 31, 1943

10 Months Actual—2 Months Forecast—12 Months

DEPARTMENT	GROSS CAPITAL PAYMENTS		
	Works and Resources, Etc.	Loan Advances	Trust Fund Repayments
AGRICULTURE.....	\$ 1,200.00	\$ 5,000.00	\$ .....
EDUCATION.....	65,638.43	.....	.....
GAME AND FISHERIES.....	3,000.00	.....	.....
HIGHWAYS.....	9,100,000.00	.....	.....
LANDS AND FORESTS.....	700.00	.....	.....
PRIME MINISTER—			
Public Service Superannuation Board.....	.....	.....	975,000.00
PROVINCIAL TREASURER:			
Main Office.....	.....	472,000.00	696,500.00
Hydro-Electric Power Commission.....	275,000.00	.....	.....
PUBLIC WELFARE:			
Old Age and Pensions for the Blind Commission	.....	10,054,350.00	.....
PUBLIC WORKS.....	321,000.00	.....	.....
MISCELLANEOUS.....	.....	.....	88,000.00
	<u>\$9,766,538.43</u>	<u>\$10,531,350.00</u>	<u>\$1,759,500.00</u>

## SUMMARY

Works and Resources, etc.....	\$ 9,766,538.43
Loan Advances.....	10,531,350.00
Trust Fund Repayments.....	1,759,500.00
	<u>\$22,057,388.43</u>

## INTERIM STATEMENT OF GROSS CAPITAL RECEIPTS

FISCAL YEAR APRIL 1, 1942—MARCH 31, 1943

10 Months Actual—2 Months Forecast—12 months

DEPARTMENT	GROSS CAPITAL RECEIPTS		
	Works and Resources, Etc.	Loan Repayments	Trust Fund Deposits
AGRICULTURE.....	\$ .....	\$ 2,500.00	\$ .....
HIGHWAYS.....	30,400.00	.....	.....
LABOUR.....	.....	.....	200,000.00
LANDS AND FORESTS.....	82,800.00	.....	.....
MINES.....	35,400.00	.....	.....
MUNICIPAL AFFAIRS.....	.....	15,700.00	.....
PRIME MINISTER:			
Public Service Superannuation Board.....	.....	.....	1,294,800.00
PROVINCIAL TREASURER:			
Main Office.....	2,253,656.00	4,082,000.00	186,000.00
Hydro-Electric Power Commission.....	.....	14,249,622.00	.....
PUBLIC WELFARE:			
Old Age and Pensions for the Blind Commission	.....	10,054,350.00	.....
PUBLIC WORKS.....	400.00	.....	.....
	<u>\$2,402,656.00</u>	<u>\$28,404,172.00</u>	<u>\$1,680,800.00</u>

## SUMMARY

Works and Resources, etc.....	\$ 2,402,656.00
Loan Repayments.....	28,404,172.00
Trust Fund Deposits.....	1,680,800.00
	<u>\$32,487,628.00</u>

## PROVINCE OF ONTARIO

DETAIL SUMMARY ACCOUNTING FOR ESTIMATED DECREASE IN GROSS DEBT  
FOR THE YEAR ENDING MARCH 31ST, 1943

Gross Debt as at March 31st, 1942.....	\$724,770,880.95
Estimated Gross Debt as at March 31st, 1943.....	704,020,248.52
Estimated Decrease as at March 31st, 1943.....	<u>\$ 20,750,632.43</u>

## GROSS DEBT DECREASED BY:

Surplus—		
Surplus on Ordinary Account.....	\$10,269,802.44	
Provisions charged to Ordinary Expenditure:		
Retirement of Railway Aid Certificates...	25,850.53	
Sinking Fund Instalments.....	1,181,000.00	
		\$11,476,652.97
Discount on Debentures, etc., written off.....		1,056,850.00
Earnings on Sinking Fund Investments (Net).....		15,806.00
Loan Repayments—		
Hydro-Electric Power Commission of Ontario	\$14,220,200.00	
Agricultural Development Board.....	3,140,700.00	
Loans to Municipalities (Net).....	716,422.00	
Miscellaneous.....	5,000.00	
		18,082,322.00
Increase in Reserves.....		500.00
Decrease in Income Liabilities.....		552,335.96
		<u>\$31,184,466.93</u>

## GROSS DEBT INCREASED BY:

Capital Disbursements—		
Highways, Public Buildings, Public Works, etc.....	\$ 9,766,538.43	
Less—Capital Receipts.....	149,000.00	
		\$ 9,617,538.43
Payments re Guaranteed Debentures (Net).....		209,500.00
Discount on Debentures, etc., issued during year.....		606,796.07
		<u>10,433,834.50</u>
Estimated Decrease as at March 31st, 1943.....		<u>\$20,750,632.43</u>

## PROVINCE OF ONTARIO

## ESTIMATED DECREASE IN NET DEBT AS AT MARCH 31ST, 1943

As at March 31st, 1942:	
Gross Debt.....	\$724,770,880.95
Less Revenue Producing and Realizable Assets.....	217,642,774.47
Net Debt.....	<u>\$507,128,106.48</u>
As at March 31st, 1943:	
Estimated Gross Debt.....	\$704,020,248.52
Less Estimated Revenue Producing and Realizable Assets.....	200,745,599.51
Estimated Net Debt.....	<u>\$503,274,649.01</u>
Estimated Decrease in Net Debt.....	<u>\$ 3,853,457.47</u>

## BUDGET FORECAST OF ORDINARY EXPENDITURE

FISCAL YEAR APRIL 1, 1943—MARCH 31, 1944

DEPARTMENT	Detail	Gross Ordinary Expenditure	Application of Revenue to Expenditure	Detail	Net Ordinary Expenditure
1—AGRICULTURE.....		\$ 6,172,044.75			\$ 6,172,044.75
2—ATTORNEY-GENERAL.....		3,182,115.00	\$ 183,270.00		2,998,845.00
3—EDUCATION.....		15,047,330.00			15,047,330.00
4—GAME AND FISHERIES.....		630,225.00			630,225.00
5—HEALTH:					
Main Office and Branches.....	\$ 1,835,590.00		4,200.00	\$ 1,831,390.00	
Hospitals Branch.....	10,778,100.00	12,613,690.00	10,000.00	10,768,100.00	12,599,490.00
6—HIGHWAYS:					
Main Office and Branches.....	13,795,800.00			13,795,800.00	
Motor Vehicles Branch.....	243,000.00	14,038,800.00		243,000.00	14,038,800.00
7—INSURANCE.....		64,100.00			64,100.00
8—LABOUR.....		445,231.55			445,231.55
9—LANDS AND FORESTS:					
General.....	3,041,925.92			3,041,925.92	
War Emergency-Training and Reconstruction.....	500,000.00	3,541,925.92		500,000.00	3,541,925.92
10—LEGISLATION.....		278,900.00			278,900.00
11—LIEUTENANT-GOVERNOR.....		10,175.00			10,175.00
12—MINES.....		362,250.00	5,000.00		357,250.00
13—MUNICIPAL AFFAIRS:					
Main Office and Municipal Board.....	115,347.00			115,347.00	
Subsidy—1 Mill— To cities, towns, incorporated villages and townships.....	3,200,000.00	3,315,347.00		3,200,000.00	3,315,347.00
14—PRIME MINISTER.....		159,605.00			159,605.00
15—PROVINCIAL AUDITOR.....		126,000.00			126,000.00
16—PROVINCIAL SECRETARY:					
Main Office and Registrar-General's Branch.....	165,540.00			165,540.00	
Reformatories and Prisons Branch.....	1,848,500.00	2,014,040.00	595,000.00	1,253,500.00	1,419,040.00
17—PROVINCIAL TREASURER:					
Main Office.....	542,500.00			542,500.00	
Budget Committee Office.....	8,000.00			8,000.00	
Controller of Revenue Branch.....	230,000.00			230,000.00	
Motion Picture Censorship and Theatre Inspection Branch.....	39,000.00			39,000.00	
Post Office.....	174,792.00			174,792.00	
Savings Office.....	296,500.00	1,290,792.00	296,500.00		994,292.00
18—PUBLIC WELFARE:					
Main Office.....	270,400.00			270,400.00	
Children's Aid Branch.....	209,000.00			209,000.00	
Day Nurseries Branch.....	182,500.00			182,500.00	
Old Age and Pensions for the Blind Commission.....	4,760,000.00			4,760,000.00	
Mothers' Allowances Commission.....	4,100,000.00	9,521,900.00		4,100,000.00	9,521,900.00
19—PUBLIC WORKS.....		741,700.00			741,700.00
MISCELLANEOUS.....		104,400.00	100,000.00		4,400.00
		\$73,660,571.22	\$ 1,193,970.00		\$72,466,601.22
PUBLIC DEBT—Interest.....		27,726,590.28	7,079,691.37		20,646,898.91
Foreign Exchange.....		1,687,727.13	659,498.84		1,028,228.29
Sinking Fund Instalments and Railway Aid Certificates.....		1,260,685.44			1,260,685.44
TOTAL.....		\$104,335,574.07	\$ 8,933,160.21		\$95,402,413.86
ADD: Estimated Net Expenditure on account of Unemployment Direct Relief and Administration thereof.....		1,200,000.00			1,200,000.00
GRAND TOTAL.....		\$105,535,574.07	\$ 8,933,160.21		\$96,602,413.86



## BUDGET FORECAST OF ORDINARY REVENUE

FISCAL YEAR APRIL 1, 1943—MARCH 31, 1944

DEPARTMENT	Detail	Gross Ordinary Revenue	Application of Revenue to Expenditure	Detail	Net Ordinary Revenue
1—AGRICULTURE.....		\$ 300,000.00			\$ 300,000.00
2—ATTORNEY-GENERAL.....		922,600.00	\$ 183,270.00		739,330.00
3—EDUCATION.....		50,000.00			50,000.00
4—GAME AND FISHERIES.....		650,000.00			650,000.00
5—HEALTH:					
Main Office and Branches....	\$ 90,000.00		4,200.00	\$ 85,800.00	
Hospital Branch.....	1,500,000.00	1,590,000.00	10,000.00	1,490,000.00	1,575,800.00
6—HIGHWAYS:					
Main Office and Branches....	10,000.00			10,000.00	
Gasoline Tax Branch.....	26,608,290.59			26,608,290.59	
Miscellaneous Permits Branch..	40,000.00			40,000.00	
Motor Vehicles Branch.....	4,000,000.00	30,658,290.59		4,000,000.00	30,658,290.59
7—INSURANCE.....		200,000.00			200,000.00
8—LABOUR.....		90,000.00			90,000.00
9—LANDS AND FORESTS.....		5,400,000.00			5,400,000.00
10—LEGISLATION.....		9,700.00			9,700.00
11—MINES.....		1,500,000.00	5,000.00		1,495,000.00
12—MUNICIPAL AFFAIRS:					
Main Office and Municipal Board.....		14,000.00			14,000.00
13—PRIME MINISTER:					
King's Printer—Ontario Gazette.....		16,000.00			16,000.00
14—PROVINCIAL SECRETARY:					
Main Office and Registrar-General's Branch.....	255,000.00			255,000.00	
Reformatories and Prisons Branch.....	775,000.00	1,030,000.00	595,000.00	180,000.00	435,000.00
15—PROVINCIAL TREASURER:					
Main Office—Subsidy.....	3,155,007.48			3,155,007.48	
Interest.....	71,229.86			71,229.86	
Liquor Control Board.....	15,750,000.00			15,750,000.00	
Controller of Revenue Branch:					
Succession Duty.....	9,000,000.00			9,000,000.00	
Corporations Tax Subvention.....	23,322,276.47			23,322,276.47	
Income Tax Subvention....	6,748,391.55			6,748,391.55	
Corporation Tax.....	900,000.00			900,000.00	
Race Tracks.....	500,000.00			500,000.00	
Security Transfer Tax.....	200,000.00			200,000.00	
Land Transfer Tax.....	300,000.00			300,000.00	
Law Stamps.....	300,000.00			300,000.00	
Motion Picture Censorship and Theatre Inspection Branch..	185,000.00			185,000.00	
Savings Office.....	296,500.00	60,728,405.36	296,500.00		60,431,905.36
16—PUBLIC WORKS.....		48,000.00			48,000.00
MISCELLANEOUS.....		100,000.00	100,000.00		
		\$103,306,995.95	\$ 1,193,970.00		\$102,113,025.95
PUBLIC DEBT—Interest, etc..	\$ 7,079,691.37		7,079,691.37		
Foreign Exchange.....	659,498.84	7,739,190.21	659,498.84		
TOTAL.....		\$111,046,186.16	\$ 8,933,160.21		\$102,113,025.95

## SUMMARY

Net Ordinary Revenue.....	\$102,113,025.95
Net Ordinary Expenditure (not including Unemployment Relief).....	95,402,413.86
EXCESS OF ORDINARY REVENUE OVER ORDINARY EXPENDITURE..	\$ 6,710,612.09
Estimated Net Expenditure on account of Unemployment Direct Relief and administration thereof.....	1,200,000.00
SURPLUS FORECAST.....	\$ 5,510,612.09

## BUDGET FORECAST OF CAPITAL RECEIPTS

FISCAL YEAR APRIL 1, 1943—MARCH 31, 1944

DEPARTMENT	CAPITAL RECEIPTS		
	Works and Resources, Etc.	Loan Repayments	Trust Fund Deposits
AGRICULTURE.....			\$ 3,000.00
HIGHWAYS.....	\$ 5,000.00		
LANDS AND FORESTS.....	55,000.00		
MINES.....	50,000.00		
MUNICIPAL AFFAIRS.....		\$ 13,285.00	
PRIME MINISTER:			
Public Service Superannuation Board.....			1,327,750.00
PROVINCIAL TREASURER:			
Main Office.....	2,281,850.00	4,478,073.29	83,343.60
Hydro-Electric Power Commission.....		15,772,717.40	
PUBLIC WELFARE:			
Dominion Government—			
Old Age and Pensions for the Blind Com- mission.....		10,286,000.00	
PUBLIC WORKS.....	375.00		
	<u>\$2,392,225.00</u>	<u>\$30,550,075.69</u>	<u>\$1,414,093.60</u>

## SUMMARY

Works and Resources, etc.....	\$ 2,392,225.00
Loan Repayments.....	30,550,075.69
Trust Fund Deposits.....	1,414,093.60
	<u>\$34,356,394.29</u>

## BUDGET FORECAST OF CAPITAL PAYMENTS

FISCAL YEAR APRIL 1, 1943—MARCH 31, 1944

DEPARTMENT	CAPITAL PAYMENTS		
	Works and Resources, Etc.	Loan Advances	Trust Fund Repayments
AGRICULTURE.....	\$	25,000.00	.....
EDUCATION.....	\$ 65,638.43		.....
GAME AND FISHERIES.....	6,000.00		.....
HIGHWAYS.....	4,000,000.00		.....
LANDS AND FORESTS.....	3,500.00		.....
PRIME MINISTER:			
Public Service Superannuation Board.....	.....	.....	\$ 975,000.00
PROVINCIAL TREASURER:			
Main Office.....		3,194,838.28	402,631.79
Hydro-Electric Power Commission.....	100,000.00		.....
PUBLIC WELFARE:			
Dominion Government:			
Old Age and Pensions for the Blind Com- mission.....		10,286,000.00	.....
PUBLIC WORKS.....	125,500.00		.....
	<u>\$4,300,638.43</u>	<u>\$13,505,838.28</u>	<u>\$1,377,631.79</u>

## SUMMARY

Works and Resources, etc.....	\$ 4,300,638.43
Loan Advances.....	13,505,838.28
Trust Fund Repayments.....	1,377,631.79
	<u>\$19,184,108.50</u>

The Provincial Secretary presented to the House, by command of the Honourable the Lieutenant-Governor:—

Annual Report of The Commissioner of the Ontario Provincial Police from January 1st, 1942, to December 31st, 1942. (*Sessional Papers No. 34.*)

Also, Report of Provincial Auditor, Ontario, 1941-42. (*Sessional Papers No. 27.*)

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The House then adjourned at 4.50 p.m.

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MONDAY, MARCH 22ND, 1943

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PRAYERS.

3 O'CLOCK P.M.

Mr. Murphy asked the following Question (No. 29):—

1. What was the cost to the Government of maintaining provincial police (80) at the Dominion Glass Company strike at Wallaceburg. 2. How long were they there. 3. What was the total cost of wages and daily maintenance. 4. How many automobiles were used. 5. What was the cost of mileage and maintenance of automobiles used to transport constables to and from their detachments. 6. How many gallons of gasoline were consumed by cars used to transport officers to Wallaceburg and back to their detachments.

The Honourable the Prime Minister replied as follows:—

1. \$7,499.70. (Salaries, \$4,670.03; Travelling Expenses, \$371.52; Hotel Maintenance, \$2,458.15.) 2. 75 Officers proceeded to Wallaceburg on February 2nd, 3rd and 4th, and total strength reduced gradually to 11 Officers. 3. (\$7,128.18. (Salaries, \$4,670.03; Maintenance, \$2,458.15.) 4. 14. (11 Department Automobiles, 1 Station Wagon and 2 Private Cars.) 5. \$121.64. Gasoline, \$94.59; Oil, \$6.30; Storage, \$20.75.) 6. 331 9/10 gallons.

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Mr. Arnott asked the following Question (No. 42):—

1. What amount was paid or is to be paid by the Government respecting the advertisement which appeared in the "Herald," a Toronto weekly newspaper, issue of February 25th, 1943, headed "Conservation of Manpower through the Maintenance of Health, etc., and featuring a message from the Minister of Health. 2. What Department of the Government authorized this advertisement. 3. Who prepared the text of the advertisement and what was he paid. 4. In what other publications was this advertisement authorized, by whom, and what amount was paid or is to be paid to each.

The Honourable the Minister of Health and Public Welfare replied as follows:—

1. Nothing. 2. This advertisement was not authorized by the Government. 3. This material was prepared by members of the staff of the Department of Health for special editions of certain daily papers (see 4) as part of their ordinary duties. 4. This advertisement appeared in the following daily papers, the amount paid for the insertion is noted: Hamilton Spectator, December 19th, 1942, \$90.00; London Free Press, January 13th, 1943, \$84.00; Ottawa Evening Journal, January 29th, 1943, \$72.00; Ottawa Evening Citizen, February 8th, 1943, \$72.00; Ottawa Le Droit, March 3rd, 1943, \$42.00.

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Mr. Acres asked the following Question (No. 55):—

1. Between April 1st, 1941, and January 31st, 1943, what cold storage warehouses, co-operative or otherwise, have received assistance from the Province of Ontario by way of loans or grants. 2. Where are they located. 3. What is their capacity in each instance. 4. What grants or loans were made to each by the Province. 5. What are the names of the managers of the enterprises in each instance. 6. In which of the warehouses is the individual locker system a part of the installation.

The Honourable the Minister of Agriculture replied as follows:—

1. Thedford Cold Storage Limited; Prince Edward County Fruit Growers; Pre-Cooling Station, Brighton. 2. Thedford, Picton, Brighton. 3. Thedford Cold Storage Limited—50,000 crates of celery or 20,000 barrels of apples; Prince Edward County Fruit Growers—26,000 barrels of apples; Pre-Cooling Station, Brighton—9,000 barrels of apples. 4. Thedford Cold Storage Limited—Bank Guarantee \$3,500; Prince Edward County Fruit Growers—Bank Guarantee \$5,500; Pre-Cooling Station, Brighton—Appropriation voted by House, \$4,000. 5. W. V. Blewett, F. J. Webster, H. Morley Webster, respectively. 6. None.

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Mr. Acres asked the following Question (No. 56):—

1. What was the number of patients in residence in each Ontario Hospital on December 31st, 1942. 2. What was the total number of patients in residence in the Ontario Hospitals on December 31st, 1942. 3. What was the number of patients on probation from each Ontario Hospital on December 31st, 1942. 4. What was the total number of patients boarded out from each Ontario Hospital on December 31st, 1942.

The Honourable the Minister of Health replied as follows:—

1. Brockville, 1,125; Cobourg, 427; Fort William, 83; Hamilton, 1,503; Kingston, 1,102; Langstaffe, 341; Concord, 80; London, 1,552; New Toronto, 1,371; Orillia, 1,904; Penetanguishene, 599; Toronto, 1,224; Whitby, 1,601; Woodstock, 1,156. 2. 14,068. 3. Brockville, 79; Cobourg, 88; Fort William,



11; Hamilton, 132; Kingston, 58; Langstaffe, 8; London, 154; New Toronto, 101; Orillia, 170; Penetanguishene, 4; Toronto, 117; Whitby, 209; Woodstock, 107. 4. Brockville, 34; Cobourg, 28; Hamilton, 19; Kingston, 53; London, 63; New Toronto, 94; Orillia, 124; Penetanguishene, 20; Toronto, 25; Whitby, 93; Woodstock, 3.

Mr. Stewart asked the following Question (No. 58):—

1. During the fiscal year ended March 31st, 1942, what amounts were paid or allowed to firms, companies and individuals as fees, commissions or other remuneration for acting as collecting agencies with respect to Gasoline Tax. 2. During the fiscal year ended March 31st, 1942, what refunds of Gasoline Tax were made to each class of purchaser and state the total amount refunded. 3. In the fiscal year ended March 31st, 1942, how many prosecutions were initiated by provincial authorities in relation to frauds or other irregularities in connection with Gasoline Tax refunds and with what results.

1. \$388,423.75.

2. Farming.....	\$1,384,753.82
Manufacturing.....	835,763.81
Stationary Engines.....	188,996.58
Motor Boats.....	140,859.62
Contracting.....	142,386.82
Municipal Trucks.....	80,255.52
Cleaning.....	87,125.32
Acroplanes.....	186,867.40
Federal Government.....	33,778.77
Railways.....	57,677.02
Lumbering.....	81,740.09
Cities and Towns.....	17,313.51
American.....	32,578.26
Miscellaneous.....	3,460.94
Total.....	\$3,273,557.48

3. There were four prosecutions, the results of which are indicated below:—

(1) Mrs. Fred W. Schaaf, Dorion, District of Thunder Bay—

An information was laid against this party for claiming rebate on 190 gallons of gasoline, when, in fact, she only used 100 gallons. The invoices were falsely changed to make up the 90 gallons. On June 30th, 1941, she was tried and pleaded not guilty. The magistrate sentenced her to one year's suspended sentence and charged her costs amounting to \$37.80.

(2) Herman Schmid, Newcastle, County of Durham—

This man submitted three claims, each of which contained altered invoices in an attempt to secure refunds in excess of amounts allowable. A charge was laid on each of the claims. On August 12th, 1941, he pleaded guilty to all three

charges and sentence was passed requiring him to pay back amounts totalling \$77.92 already paid to him for two claims, and fining him \$50.00 and costs of \$31.57.

(3) Alberic Painsonneault, R.R. No. 1, Ruscombe, County of Essex—

In this case, the claimant attempted to defraud the Province of Ontario by raising the amounts of invoices, forging signatures for receipts, and also forging invoices. Four charges were laid against this party, and he was tried at Windsor on October 2nd, 1941. He pleaded guilty to all charges and was fined \$50.00, including costs, on each of the four charges. He was also required to make restitution to the Department of approximately \$100.00.

(4) Kenneth Gould, R.R. No. 3, Tottenham, County of Simcoe—

The claimant pleaded not guilty to a charge that he had claimed twice for the one purchase, presenting both an original and copy, and changing the date on the original.

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Mr. Elgie asked the following Question (No. 66):—

1. In what Ontario Hospitals is the Insulin shock treatment used in cases of schizophrenia. 2. In how many cases was this treatment used in each of the fiscal years ending March 31st, 1940, 1941 and 1942. 3. With respect to cases treated, how many were reported: (a) cured; (b) improved; (c) no change. 4. In which of the Ontario Hospitals is the diathermy treatment used in the treatment of paresis. 5. In how many cases was this treatment used in each of the fiscal years ending March 31st, 1940, 1941 and 1942. 6. With respect to cases treated, how many were reported: (a) cured; (b) improved; (c) no change.

The Honourable the Minister of Health replied as follows:—

1. Brockville, Fort William, New Toronto and Psychiatric.

2. Year Ending	NUMBER OF PATIENTS TREATED		
	Schizophrenic	Other	Total
March 31st, 1940.....	47	8	55
March 31st, 1941.....	56	12	68
March 31st, 1942.....	75	26	101
Total.....	178	46	224

3. Diagnosis:	(a)	(b)	(c)
	Cured	Improved	No Change
Schizophrenia.....	46	87	45
Other.....	24	13	9
Total.....	70	100	54

4. None. Artificial fever treatment for the treatment of paresis is given in the Ontario Hospital, Toronto. 5. None. Ontario Hospital patients completed

fever therapy treatment in 1940—91; 1941—70; 1942—71. 6. In speaking of paresis, the term cured cannot be properly assessed in a period of one year. On this account a classification in terms of a time period of one year should be considered from a standpoint of improved or unchanged. 1940—60 Ontario Hospital patients were improved to the extent that they were able to make a satisfactory adjustment in their community; 6 more were improved to the point where they were able to make a much better hospital adjustment; 20 showed no change; 2 died during the year; 3 were worse following treatment. 1941—35 Ontario Hospital patients were improved to the extent that they were able to make a satisfactory adjustment in their community; 25 were improved to the point where they were able to make a much better hospital adjustment; 1 showed no change; 4 died following treatment; 3 were ready to leave hospital; 2 were worse following treatment. 1942—49 Ontario Hospital patients were improved to the extent that they were able to make a satisfactory adjustment in their community; (in addition, 11 others treated by this method in 1941 were improved to the extent that they were able to make a satisfactory adjustment in their community); 6 patients were improved to the point where they were able to make a much better hospital adjustment; 16 showed no change.

Mr. Elgie asked the following Question (No. 67):—

1. Are any District Nurses employed in connection with the Maternal and Child Hygiene and Public Health Nursing Branch of the Department of Health, and if so, how many and state headquarters of each. 2. During the fiscal year ending March 31st, 1942, what grants, if any, were paid by the Department of Health in aid of medical and dental inspection in primary schools to: (a) Municipalities; (b) School boards; (c) Other organizations.

The Honourable the Minister of Health replied as follows:—

1. Yes. Three. New Liskeard, Huntsville, Dorset.

2. Grants—Medical—nil.

Dental—(a)	Fort Frances.....	\$ 40.25
	Galt.....	80.00
	Hespeler.....	121.50
	Lucknow.....	64.35
	Peterborough (Separate Schools).....	281.85
	Orillia.....	234.44
	Perth.....	69.30
	St. Catharines.....	723.94
	Seaforth.....	11.66
	Tecumseh.....	90.00
	Timmins.....	57.60
	Weston.....	51.00
	Woodstock.....	70.00
	King Township.....	3.00
	Nelson Township.....	18.52
	North York Township.....	733.06
	Orillia Township.....	93.60

Russell Township.....	\$ 5.17
Stamford Township.....	123.00
Teck Township.....	405.00
Total.....	\$3,277.24
(b) Mimico.....	\$169.99
Peterborough (Public Schools).....	614.20
Total.....	\$784.19
(c) Nil.	

Mr. Hepburn (Prince Edward-Lennox) asked the following Question (No. 71):—

1. How many employees in the Civil Service of Ontario or employed by boards or commissions connected with the Government have been interned since the commencement of the present war.

The Honourable the Prime Minister replied as follows:—

Two. They were subsequently released but are no longer in the Civil Service.

Mr. Dunbar asked the following Question (No. 78):—

1. In what Ontario Government institutions are diathermy units in use for the treatment of paresis, specifying the number of machines in each institution. 2. How many diathermy units have been constructed by the Government: (a) For use in Government institutions; (b) For sale to other than Government institutions. 3. What is the average cost of manufacturing such units and where are they manufactured by the Government.

The Honourable the Minister of Health replied as follows:—

1. None; 6 fever therapy cabinets are in use at the Ontario Hospital, Toronto, 1 at the Industrial Farm, Burwash. 2. (a) None, but 7 fever therapy cabinets and 20 others operated in public general hospitals of the Province by the Department of Health; (b) None, but 1 fever therapy cabinet sold to a public hospital. 3. Average cost of manufacture of a fever therapy cabinet is \$200, at the Ontario Hospital, Toronto.

Mr. Duckworth asked the following Question (No. 83):—

1. What was the provincial rate of per diem grant to Hospitals for Incurables with respect to indigent patients in each hospital year from October 1st, 1934, to January 31st, 1943. 2. What was the total amount of per diem grants made by the Province to Hospitals for Incurables in each hospital year for the period mentioned in (1).



The Honourable the Minister of Health replied as follows:

1. For patients from unorganized territory, from October 1st, 1934, to date, \$2.00; from others, from October 1st, 1934, to September 30th, 1936, 60 cents; from October 1st, 1936, to date, 40 cents. 2. Years ended September 30th: 1934—\$175,307.65; 1935—\$175,736.50; 1936—\$185,308.38; 1937—\$144,839.38; 1938—\$154,147.10; 1939—\$159,296.30. Three months to December 31st, 1939—\$41,655.60. Years ended December 31st: 1940—\$183,634.20; 1941—\$186,679.90; 1942—\$187,753.60.

The Order of the Day for resuming the Adjourned Debate on the amendment to the amendment to the motion for the consideration of the Speech of the Honourable the Lieutenant-Governor at the opening of the Session, having been read,

The Debate was resumed and, after some time, the amendment to the amendment, That all the words in the amendment after the word "legislature" in the first line thereof be struck out and the following substituted therefor,—"express satisfaction that the Government has been doing and is doing everything possible to assure better and more stable prices for farm products and an adequate supply of manpower for farm help and for the rapidly increasing demands of war production in view of the fact that the Parliament and Government of Canada have control over the price structure and over the manpower of the entire nation." having been put, was carried on the following Division:—

#### YEAS

Anderson	Fletcher	Macfie
Armstrong	Gardhouse	Miller
Baker	Glass	McArthur
Ballantyne	Gordon	McEwing
Belanger	Habel	McQuesten
Bradley	Heenan	Newlands
Carr	Hipel	Nixon
Conant	Houck	(Brant)
Croome	Hunter	Nixon
Dewan	King	(Temiskaming)
Dickson	Kirby	Smith
Duncan	Laurier	Strachan—35
Fairbank		

#### NAYS

Acres	Dunbar	Kennedy
Arnott	Elgie	Macaulay
Black	Frost	Murphy
Challies	Henry	Reynolds
Doucett	Hepburn	Stewart
Drew	(Prince Edward-Lennox)	Welsh—18
Duckworth		



## PAIRS

MacKay — Downer  
Cross — Summerville

The Motion, as amended, having been submitted, was then carried on the same Division.

And it was,

*Resolved*, That an humble Address be presented to the Honourable the Lieutenant-Governor of the Province of Ontario, as follows:—

*To the Honourable Albert Matthews,*  
Lieutenant-Governor of the Province of Ontario:

We, His Majesty's most dutiful and loyal subjects, the Legislative Assembly of the Province of Ontario, now assembled, beg leave to thank Your Honour for the gracious speech Your Honour has addressed to us.

But the Members of this Legislature,—“express satisfaction that the Government has been doing and is doing everything possible to assure better and more stable prices for farm products and an adequate supply of manpower for farm help and for the rapidly increasing demands of war production in view of the fact that the Parliament and Government of Canada have control over the price structure and over the manpower of the entire nation.”

The Address, having been read the second time, was agreed to.

*Ordered*, That the Address be engrossed and presented to the Honourable the Lieutenant-Governor by those Members of this House who are Members of the Executive Council.

The House then adjourned at 6.10 p.m.

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TUESDAY, MARCH 23RD, 1943

PRAYERS.

3 O'CLOCK P.M.

On motion of Mr. Gordon, seconded by Mr. Conant,

*Ordered*, That this House will to-morrow resolve itself into the Committee on Ways and Means.

Mr. Stewart asked the following Question (No. 35):—

How many of the following crimes which have occurred during the last two

years in the Province of Ontario remain unsolved to date: (a) Murder; (b) Man-slaughter; (c) Kidnapping. In each case give the date and place of crime.

The Honourable the Prime Minister and Attorney-General replied as follows:—

(a) Three.

EBER PERCY EATON—Body found on Provincial Highway No. 2, one and a half miles west of Newtonville, County of Durham, September 21st, 1942.

WILLIAM WALLACE CUNNINGHAM, AGNES FARDELLA—Bodies found on Provincial Highway No. 2, four miles west of Cobourg, County of Northumberland, November 25th, 1942.

(b) Ten. (List incomplete—see note below.)

RALPH DROUILLARD—Sandwich East, County of Essex. Killed whilst riding bicycle on No. 2 Highway about ten miles east of Windsor, October 24th, 1941.

ALBERT YOUNG—Sunnidale Township, County of Simcoe, Ontario. Dead body found in ditch on No. 7 Highway believed to be struck by unknown automobile. November 10th, 1941.

WILFRED RANGER, DENNIS COYEN—Bodies found on Highway No. 17 near Arnprior, County of Renfrew, June 18th, 1942. Supposed to have been struck by hit and run motorist.

GARRETT ALLEN—Nassau, Ontario, County of Peterborough, July 23rd, 1942. Struck and killed riding bicycle on No. 28 Highway near Peterborough.

DANIEL CHABOT—Staff Sergeant, Military Camp, Niagara-on-the-Lake, Lincoln County. Struck and killed while walking on King Street, Niagara-on-the-Lake, December 4th, 1942.

HERBERT WREN—Hagersville, Ontario, Haldimand County. Struck and killed by unknown automobile while walking on No. 6 Highway, December 9th, 1942.

JOHN WILLIAM RABBITT—Saltfleet Township, Wentworth County. Struck and killed whilst walking on No. 8 Highway, December 23rd, 1942.

ALBEET ROUSE—674 Dundas Street West, Toronto. Struck and fatally injured by unknown automobile while crossing intersection at Queen Street West and Spadina Avenue, Toronto, July 18th, 1941.

JAMES SHEARER—67 Elmgrove Avenue, Toronto. Struck and killed by unknown automobile while riding a bicycle on Bathurst Street, Toronto, October 10th, 1942.

NOTE: This list includes only cases known to the Ontario Provincial Police and to the City of Toronto Police Department.

(c) One.

BARBARA ANN WOOD—Alleged abduction of infant, King Street, London, Middlesex County, May 8th, 1942.

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Mr. Murphy asked the following Question (No. 40):

1. Who is the Industrial Commissioner for the Temiskaming and Northern Ontario Railway stating date on which he actually commenced his duties, whether with or without remuneration. 2. Was he appointed by the Temiskaming and Northern Ontario Railway Commission or by the Government and give date of Minute or of Order-in-Council. 3. What is his rate of salary. 4. What arrangement obtains in relation to expenses or in lieu of expenses when away from his ordinary place of residence. 5. With what clerical, stenographic or other help is he supplied by the Railway or by the Government, giving names, dates of appointments and salaries. 6. Is he supplied with an office, and if so, give particulars. 7. From the time when he actually began carrying on his duties to January 31st, 1943, what amounts have been paid by the Temiskaming and Northern Ontario Railway and by the Government, specifying: (a) Salary; (b) Allowances; (c) Expenses; (d) Otherwise; (e) Total amount from all sources. 8. Was there no one available for the position amongst the employees of the Temiskaming and Northern Ontario Railway with qualifications equal or superior to those of the appointee. 9. What are the duties of the Industrial Commissioner. 10. What other position has the Industrial Commissioner occupied in the public service of Ontario or in the employ of boards or commissions of the Government and for what periods. 11. What is the total amount which has been paid the Industrial Commissioner by the Government and by boards and commissions of the Government to January 31st, 1943, indicating sources of payments and specifying: (a) Salary; (b) Allowances; (c) Honoraria; (d) Expenses; (e) Otherwise.

The Honourable the Prime Minister and Attorney-General replied as follows:—

1. W. G. Nixon commenced duties April 1st, 1940. Served without salary from April 1st, 1940, to June 8th, 1941. Salary paid since June 9th, 1941. 2. Appointment without salary effective April 1st, 1940, made by the Commission. Date of Minute April 24th, 1940. Appointment with salary effective June 9th, 1941, authorized by Order-in-Council dated 6th June, 1941, and confirmed by Minute of the Commission dated June 23rd, 1941. 3. \$5,000.00 per annum. 4. Actual travelling and hotel expenses allowed. 5. One stenographer, name Miss F. L. Dunne, appointed July 1st, 1941, initial rate \$65.00 per month; rate from December 1st, 1942, \$70.00 per month. 6. Yes. Heated office space rented from Roy T. Anderson, in the Town of New Liskeard, at rental of \$19.00 per month, effective June 1st, 1941. 7. By the Railway: (a) \$8,222.29; (b) Nil; (c) \$3,164.79. (This includes the cost of telephone messages, stamps, temporary office help prior to July 1st, 1941, telegrams and office supplies.); (d) Nil; (e) \$11,387.08. 8. No. 9. General supervision of lignite development at Onakawana; and also acts in an advisory capacity to the Railway on other industrial developments, which indicate potential traffic possibilities for the Railway. 10. None. 11. Answered by No. 7.

Mr. Murphy asked the following Question (No. 63):—

1. What is the standard weekly rate respecting patients' maintenance in each of the Ontario Hospitals and what was the date of the Order-in-Council or other enactment fixing such rate or rates. 2. If higher rates are charged at certain hospitals, what are the hospitals affected, when were the higher rates put into effect, and why.

The Honourable the Minister of Health replied as follows:—

1 and 2. The patients' maintenance rates in Ontario Hospitals are set forth in Sections 13 and 14 of the Regulations of the Department of Health, made under the authority of The Mental Hospitals Act, 1935, and dated April 1st, 1939, as follows:

13. The minimum rate for which a patient, or his estate, or the person liable for his maintenance, shall be liable in the general wards of any institution, except the Ontario Hospital, Whitby, and the Ontario Hospital, Woodstock, shall be \$7.00 per week, and for the Ontario Hospital, Whitby, and the Ontario Hospital, Woodstock, shall be \$10.50 per week, and in cases where the patient's condition requires special care and treatment, such further charges may be made as the superintendent may determine. Such rate shall not include clothing and the cost of clothing shall be an additional charge upon the patient, or his estate, or the person liable for maintenance.

14. In any institution having private or semi-private wards the rate for which a patient, or his estate, or the person liable for his maintenance shall be liable shall be determined in each case by the superintendent and the rate shall be based on the accommodation, care and treatment provided for the patient.

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Mr. Doucett asked the following Question (No. 76):—

1. For the fiscal year ended March 31st, 1942, what was the average number of patients in residence at: (a) The Ontario Hospital at Langstaff, formerly the Toronto Gaol Farm for Men; (b) The Ontario Hospital at Concord, formerly the Toronto Gaol Farm for Women; (c) The Ontario Hospital at Fort William, formerly the Fort William Industrial Farm. 2. For the same period, what was the daily per capita cost at each institution.

The Honourable the Minister of Health replied as follows:—

1. (a) 346; (b) 77; (c) 91. 2. (a) and (b) \$1.52; (c) \$1.93.

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Mr. Arnott asked the following Question (No. 92):—

1. What amount was spent by the Government in supplying Provincial Police, Special Police and otherwise in connection with the Kirkland Lake strikes, 1941-1942, indicating the period covered. 2. What was the maximum



number of Provincial Police and Special Police utilized in the Kirkland Lake area during the period mentioned in (1).

The Honourable the Prime Minister and Attorney-General replied as follows:—

1. \$136,637.60. Period covered November 23rd, 1941, to February 17th, 1942. 2. 196 Law Enforcement Officers.

Mr. Arnott asked the following Question (No. 94):—

1. Between March 1st, 1941, and January 31st, 1943, how many Magistrates have ceased to hold office, and indicate: (a) Name of Magistrate, address; (b) Jurisdiction; (c) Date of cessation of duties; (e) Indicating whether dismissed, requested to resign, resigning voluntarily, superannuated, deceased or as the case may be; (f) Reasons for dismissals or requested resignations. 2. Between March 1st, 1941, and January 31st, 1943, what Magistrates have been appointed, and indicate: (a) Name of Magistrate, address; (b) Jurisdiction; (c) Date of appointment; (d) Rate of remuneration.

The Honourable the Prime Minister and Attorney-General replied as follows:—

1.—

(a)	(b)	(c)	(d)
Magistrate Jones, Brantford	Brant County	Mar. 31, 1941	Resigned voluntarily
Judge O'Connell, Toronto	Toronto	July 1, 1941	Retired by Statute
Magistrate O'Connor, Ottawa	Ottawa	July 1, 1941	Retired by Statute
Magistrate Elliott, Sault Ste. Marie	Sault Ste. Marie and Algoma	July 1, 1941	Retired by Statute
Magistrate Campbell, Port Hope	Northumberland and Durham	July 1, 1941	Retired by Statute
Magistrate Hawkshaw, London	Middlesex County	Aug. 1, 1941	Superannuated
Magistrate Bick, Cannington	Simcoe and Ontario Counties	Dec. 1, 1941	Retired by Statute
Magistrate Arnold, London	Kent County	Dec. 16, 1941	Retired by Statute
Magistrate Blake, Galt	Waterloo County	Feb. 9, 1942	Retired by Statute
Magistrate Forsythe, Toronto	Toronto	Feb. 28, 1942	Resigned voluntarily
Magistrate Massie, Dunnville	Welland and Haldimand Counties	May 9, 1942	Deceased
Magistrate German, Toronto	Deputy Magistrate for Province	May 26, 1942	Resigned and appointed County Judge
Magistrate McCurry, North Bay	Nipissing District	June 6, 1942	Re red by Statute
Magistrate Groome, Tillsonburg	Oxford County	June 30, 1942	Military service
Magistrate D. C. Smith, Smith's Falls	Lanark and Dundas Counties	June 4, 1942	Military service
Magistrate McCuaig, Port Arthur	Thunder Bay District	June 30, 1942	Resigned voluntarily
Magistrate McKinley, Ottawa	Deputy Magistrate & Juvenile Court Judge, Ottawa, Carleton, Prescott and Russell, Leeds and Grenville	Aug. 24, 1942	Deceased
Magistrate Livermore, St. Thomas	Deputy Magistrate for Province	Sept. 23, 1942	Resigned and appointed County Judge



2.—

(a)	(b)	(c)	(d)
R. J. Gillen, Brantford	Ontario	Apr. 1, 1941	\$3,500 per annum
Ian MacRae, Strathroy	Ontario	May 1, 1941	\$1,800 per annum
Ronald B. Baxter, Port Hope	Ontario	July 1, 1941	\$3,000 per annum
Joachim Sauve, K.C., Ottawa	Ontario	July 1, 1941	\$2,500 per annum paid by City of Ottawa
James McEwen, K.C., Sault Ste. Marie	Ontario	July 1, 1941	\$3,000 per annum
K. A. Cameron, Barrie	Ontario	Dec. 1, 1941	\$3,300 per annum
F. C. Macdonald, Beaverton	Deputy Magistrate pro tem. Ontario	Dec. 16, 1941	Per diem basis, \$15 a day when services required
A. B. Collins, K.C., Belleville	Deputy Magistrate Ontario	Jan. 5, 1942	\$20 per diem when services required
J. D. McNish, K.C., Toronto	Toronto	Mar. 1, 1942	\$5,000 a year, City of Toronto
F. C. Macdonald, Beaverton	Ontario	Mar. 9, 1942	\$250 per month while employed (Revoking Order-in-Council setting stipend at \$15 per diem as and when required.)
Charles Weir, Sarnia	Ontario	Apr. 16, 1942	\$20 per diem when services required
J. S. Latchford, Cornwall	Ontario	Apr. 16, 1942	\$20 per diem when services required
W. N. Robinson, Oakville	Deputy Magistrate, Ontario	May 28, 1942	\$20 per diem as and when services re- quired
F. S. Doyle, Smith's Falls	Ontario	June 4, 1942	\$3,000 per annum during absence of Mag. Smith on military service
M. G. Gould, North Bay	Ontario	June 6, 1942	\$2,500 per annum
L. M. Ball, Woodstock	Ontario	July 6, 1942	\$20 per diem when services required during absence of Mag. Groome on military service
J. A. E. McCuaig, Port Arthur	Deputy Magistrate, Ontario	June 30, 1943	\$20 per diem when services required
F. C. Macdonald, Beaverton	Deputy Magistrate	Oct. 1, 1942	\$20 per diem when services required
A. J. Fraser, Ottawa	Juvenile Court Judge and Dep- uty Magistrate, Ottawa	Nov. 10, 1942	\$4,800 per annum, half by Province, half by City of Ottawa
W. J. Golden, Little Current (formerly Deputy Magis- trate)	Ontario	Jan. 1, 1943	Salary increased from \$1,200 to \$1,800 per annum
H. R. Polson, Kitchener	Ontario	Jan. 1, 1943	\$3,500 per annum

The Order of the Day for resuming the Adjourned Debate on the Motion, That Mr. Speaker do now leave the Chair, and that the House resolve itself into the Committee of Supply, having been read,

The Debate was resumed, and after some time it was, on the motion of Mr. Strachan,

*Ordered*, That the Debate be adjourned until to-morrow.

The following Bills were severally read the second time:—

Bill (No. 28), An Act to amend The Veterinary Science Practice Act.

Referred to a Committee of the Whole House to-morrow.

Bill (No. 29), An Act to amend The Mining Act.

Referred to a Committee of the Whole House to-morrow.

Bill (No. 30), An Act to amend The Public Hospitals Act.

Referred to a Committee of the Whole House to-morrow.

Bill (No. 31), An Act to amend The Power Commission Insurance Act.

Referred to a Committee of the Whole House to-morrow.

Bill (No. 32), An Act to amend The Mental Hospitals Act.

\* Referred to a Committee of the Whole House to-morrow.

Bill (No. 34), An Act to provide relief to lessors under Gas and Oil Leases.

Referred to the Committee on Legal Bills.

Bill (No. 23), An Act to amend The Public Health Act.

Referred to a Committee of the Whole House to-morrow.

Bill (No. 1), An Act respecting the Town of Petrolia.

Referred to a Committee of the Whole House to-morrow.

Bill (No. 3), An Act respecting the Woodstock, Thames Valley and Ingersoll Electric Railway Company.

Referred to a Committee of the Whole House to-morrow.

Bill (No. 5), An Act respecting the Babies' Dispensary Guild, Hamilton.

Referred to a Committee of the Whole House to-morrow.

Bill (No. 10), An Act respecting the Township of Tarentorus.

Referred to a Committee of the Whole House to-morrow.

Bill (No. 35), An Act to provide for the Establishment of a Committee to consider Social Security and the Rehabilitation of Members of the Forces and Civilians.

Referred to a Committee of the Whole House to-morrow.

The Order of the Day for the second reading of Bill (No. 24), An Act to prevent Discrimination on account of Race or Creed, having been read,

The motion for second reading being then put was declared to be lost.

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The House then adjourned at 5.10 p.m.

## WEDNESDAY, MARCH 24TH, 1943

PRAYERS.

3 O'CLOCK P.M.

The following Bills were severally introduced and read the first time:—

Bill (No. 21), intituled, "An Act to provide relief for Members of His Majesty's Forces in respect of certain Obligations relating to their Homes." *Mr. Conant.*

*Ordered,* That the Bill be read the second time to-morrow.

Bill (No. 22), intituled, "An Act to amend The Highway Traffic Act." *Mr. McQuesten.*

*Ordered,* That the Bill be read the second time to-morrow.

Bill (No. 36), intituled, "An Act to amend The Tile Drainage Act." *Mr. Gordon.*

*Ordered,* That the Bill be read the second time to-morrow.

Bill (No. 37), intituled, "An Act to amend The Municipal Drainage Aid Act." *Mr. Gordon.*

*Ordered,* That the Bill be read the second time to-morrow.

Bill (No. 38), intituled, "An Act to confirm Tax Sales." *Mr. McQuesten.*

*Ordered,* That the Bill be read the second time to-morrow.

Bill (No. 39), intituled, "The Cheese and Hog Subsidy Act, 1943." *Mr. Dewan.*

*Ordered,* That the Bill be read the second time to-morrow.

Bill (No. 40), intituled, "The School Law Amendment Act, 1943." *Mr. McArthur.*

*Ordered,* That the Bill be read the second time to-morrow.

Bill (No. 41), intituled, "The Sugar Beet Subsidy Act, 1943." *Mr. Dewan.*

*Ordered,* That the Bill be read the second time to-morrow.

Bill (No. 42), intituled, "An Act to provide for Control of Waters in the Thames River." *Mr. Freeborn.*

*Ordered,* That the Bill be read the second time to-morrow.

The Order of the Day for resuming the Adjourned Debate on the Motion, That Mr. Speaker do now leave the Chair, and that the House resolve itself into the Committee of Supply, having been read,

The Debate was resumed, and after some time it was, on the motion of Mr. Doucett,

*Ordered*, That the Debate be adjourned until to-morrow.

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The House then adjourned at 11.12 p.m.

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THURSDAY, MARCH 25TH, 1943

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PRAYERS.

3 O'CLOCK P.M.

Mr. Hagey, from the Committee of the Ontario Legislature appointed "for the purpose of enquiring into and reporting back to this House regarding collective bargaining between employers and employees in respect to terms and conditions of employment", submitted the following as its Report:—

Your Committee sat for twelve days and heard ninety-two witnesses, representing every section of the Province and all interests in the Province, who felt that they might be affected by any proposed collective bargaining legislation.

On the basis of the evidence adduced, and as a result of their deliberations, the members of the Committee have unanimously come to the conclusion that a collective bargaining measure ought to be enacted in the Province of Ontario.

The members of the Committee believe that no useful purpose would be served by presenting in their report a resume of the evidence adduced, and for that reason they came to the conclusion that a series of recommendations in legislative form embodying their findings would be the best means of presenting their ideas to the House. We therefore attach herewith a series of recommendations in legislative form which we recommend to the consideration of the Lieutenant-Governor in Council.

J. H. CLARK, Chairman.  
E. J. ANDERSON.  
W. J. GARDHOUSE.  
J. A. A. HABEL.  
H. L. HAGEY.  
JOHN NEWLANDS.  
F. R. OLIVER.  
J. P. MACKAY.  
T. P. MURRAY.

Thursday, March 25th, 1943.

1.—(1) “Bargain collectively” shall mean negotiate in good faith with a view to the conclusion of a collective bargaining agreement and so to negotiate from time to time during the term and in accordance with the provisions of a collective bargaining agreement, and “bargaining collectively” shall have a corresponding meaning.

(2) “Collective bargaining agency” shall mean any trade union or other association of employees which has bargaining collectively amongst its objects, but shall not include any such union or association the administration, management or policy of which is dominated, coerced, improperly assisted or improperly influenced by the employer in any manner whether by way of financial aid or otherwise.

(3) “Collective bargaining agreement” shall mean an agreement in writing between an employer and a collective bargaining agency setting forth terms and conditions of employment.

(4) “Employee” shall mean any person in the employment of an employer as defined in this Act, except

(a) an officer or official of an employer; and

(b) a person acting on behalf of the employer in a supervisory or confidential capacity, or having authority to employ, discharge or discipline employees.

(5) “Employer” shall mean any person employing within the Province fifteen or more persons.

## PART I.

2. Employees may bargain collectively with their employer through representatives of their own choosing, and for that purpose may form, join, designate or assist any collective bargaining agency, and participate in the administration thereof.

3. A collective bargaining agency certified pursuant to the provisions of this Act shall not be deemed to be unlawful by reason only that one or more of its objects are in restraint of trade.

4. Any act done by two or more members of a collective bargaining agency certified pursuant of the provisions of this Act, if done in contemplation or furtherance of a trade dispute, shall not be actionable unless the act if done without any such agreement or combination would be actionable.

5. A collective bargaining agency shall not be made a party to any action in any court unless such collective bargaining agency may be so made a party irrespective of any of the provisions of this Act.

6. A collective bargaining agreement shall not be the subject of any action



in any court unless such collective bargaining agreement may be the subject of such action irrespective of any of the provisions of this Act.

7. Nothing in this Act shall be construed to give an employee the right to work for or to attempt to organize a collective bargaining agency in his working hours or on the premises of his employer, except in so far as the same may be permitted by the terms of a collective bargaining agreement, or as may be necessary for the purpose of bargaining collectively.

8. A provision in a collective bargaining agreement requiring all or any specified employees of an employer to be members of a specified collective bargaining agency certified pursuant to the provisions of this Act shall not be deemed to be in conflict with or in contravention of any of the provisions of this Act.

9. No employer shall fail or refuse to bargain collectively with the accredited representatives of a collective bargaining agency certified pursuant to the provisions of this Act with respect to the employees of the employer or a unit thereof appropriate for collective bargaining purposes.

10. No employer shall discriminate against an employee in any manner whether by discharging him from employment or otherwise by reason of his membership in or activity in connection with a collective bargaining agency, or by reason of his instituting or participating in any proceeding or prosecution pursuant to the provisions of this Act.

11. No employer shall enter into any contract any of the provisions of which bind an employee to forego any right by this Act provided.

12. No person shall coerce, intimidate, restrain or improperly influence an employee with respect to the exercise by him of any right by this Act provided.

13. No person shall issue, publish or distribute to any employee any writing relating to any of the terms and conditions of employment with his employer unless it be signed by the person or persons responsible for the issuing, publication or distribution thereof.

14. No person shall wilfully interfere with any person carrying out any duty under this Act or under any order of the Labour Court.

15. Notwithstanding anything in this Act contained an employer may suspend, transfer, lay off or discharge any employee for proper and sufficient cause.

16. Nothing in any collective bargaining agreement, or in this Act contained, shall operate to prevent any employer from re-employing, with full seniority rights and other benefits, any person who leaves or has left employment with such employer and directly thereafter enters or has entered his Majesty's armed forces in the present war.

## PART II.

17. There shall be a separate division of the Supreme Court of Ontario to be known as the "Labour Court".

18. The Labour Court shall have a seal and all process issuing thereout shall be sealed therewith, except that a subpoena in respect to a matter in the Labour Court may issue from the office of any Local Registrar of the Supreme Court of Ontario.

19. The Chief Justice of Ontario shall from time to time designate a member of the Supreme Court of Ontario to act as Judge of the Labour Court.

20. The Lieutenant-Governor in Council shall appoint a Registrar of the Labour Court, to hold office during the pleasure of the Lieutenant-Governor in Council.

21. The Registrar shall keep and have the custody of the records and of the seal of the Labour Court, and shall perform such other duties as may be required under this Act.

22. The Lieutenant-Governor in Council may, and at the request of the Chief Justice of Ontario shall, appoint such other officials and assistants as may be required to enable the Labour Court to perform its duties.

23. The Labour Court by general rules or in any specific case may delegate any or all of its duties or powers to any person, but the acts of such person so delegated shall be subject to review by a Judge of the Labour Court who, upon such review, may make such order as he deems proper in the circumstances.

24. The Labour Court on the application of any interested party, may from time to time rescind, alter or vary any order made by it upon such notice to the parties interested as the Court may direct.

25. The Labour Court shall not be bound by precedent or by the technical rules of evidence but shall render its decision on the true merits.

26. No proceeding shall be defeated by any defect therein whether as to form or otherwise if in the opinion of the Labour Court no substantial injustice has been occasioned thereby.

27. The Labour Court may prescribe the forms and make rules and regulations governing its own practice, and such rules and regulations shall govern such practice accordingly notwithstanding anything contained in the Consolidated Rules of Practice of the Supreme Court of Ontario.

28. The proceedings of the Labour Court may be held in camera and the Labour Court shall sit at such time and place as the judge of the Labour Court may from time to time direct.

29. No costs shall be payable in respect of proceedings in the Labour Court.

30. The Lieutenant-Governor in Council shall fix the salary of the Registrar and the remuneration to be paid to other officials and assistants appointed by him pursuant to this Act, and the same, together with all other expenses of administration of the Labour Court, shall be paid out of the Consolidated Revenue Fund of the Province.

31.—(1) A collective bargaining agency claiming to represent the majority of the employees of an employer or of a unit thereof for collective bargaining purposes may upon written notice to the employer apply to the Court to be certified as a collective bargaining agency.

(2) An employer may apply to the Court for an order determining what, if any, collective bargaining agency represents a majority of his employees or of a unit thereof for collective bargaining purposes and is entitled to certification as a collective bargaining agency.

(3) A collective bargaining agency or an employer may apply to the Court upon grounds to be set out in the application for an order revoking any certification of a collective bargaining agency, provided that no such certificate shall be revoked within one year from its date except on the ground of fraud affecting the granting thereof, and except on the ground of violation of an order of the Labour Court.

(4) An applicant under this section shall serve notice of the application, together with the material in support thereof, upon the employer or collective bargaining agency or agencies, as the case may be, which are affected by the application.

(5) Upon any such application the Labour Court may—

- (a) ascertain what unit of employees is appropriate for the purposes of collective bargaining, and determine whether such unit shall be the employer unit, craft unit, plant unit or a subdivision thereof;
- (b) ascertain what collective bargaining agency, if any, represents a majority of the employees in such unit;
- (c) certify that a collective bargaining agency represents a majority of the employees in such unit, and set forth terms upon which such certification is granted;
- (d) revoke any certification of a collective bargaining agency;
- (e) inspect the employment lists of an employer to ascertain what employees, including any person who in the opinion of the Court was improperly discharged from employment, are entitled to vote and inspect the records of a collective bargaining agency, to ascertain the number of its members entitled to vote, and take a vote of such employees by secret ballot and authorize any person to enter the premises of an employer or a collective bargaining agency for any of such purposes;
- (f) cause enquiries to be made, acts or things to be done and proceedings to be had as it may think proper to carry out the provisions of this section.

32. Any party to a collective bargaining agreement, on written notice to the other party thereto, may apply to the Labour Court to construe, and the Court shall have the power to construe, the provisions of the said agreement.



33. The Labour Court shall have exclusive jurisdiction to examine into, hear and determine all matters and questions arising under this Act.

34. No appeal shall lie from a decision of a judge of the Labour Court.

35. Every collective bargaining agency which collects fees from its members, shall file with the Registrar of the Labour Court a true copy of its constitution, rules and by-laws, and amendments thereto, and the names and addresses of its officers as and when elected or appointed from time to time.

36. Every collective bargaining agency which collects fees from its members, shall file with the Registrar of the Labour Court, at least once in every year and not later than three months after the close of its fiscal year, a financial statement of its affairs verified by the affidavit of its officers or officers responsible for the handling and administration of its funds, which statement shall include a balance sheet of its affairs as of the end of its fiscal year, and particulars of its receipts and particulars of its receipts and disbursements for the preceding fiscal year, and shall furnish to each of its members a copy of such statement within three months from the expiration of such fiscal year.

37. Every collective bargaining agency certified under the provisions of this Act, shall hold an election of its officers annually.

38. Except as by the rules provided no statements, documents or proceedings filed in the Labour Court shall be open to inspection by any person without the leave of a judge of the Labour Court.

### PART III.

39.—(1) Any employer who wilfully violates the provisions of Section 9 of this Act shall be guilty of an offence and liable upon conviction to a fine not exceeding \$1,000.00, including costs.

(2) (a) Any person who wilfully violates any other provision of this Act shall be guilty of an offence and liable upon conviction for the first offence to a penalty not exceeding \$50.00, including costs, and upon conviction for a subsequent offence to a penalty not exceeding \$100.00 including costs.

(b) Where the offence has been committed by an employer and an employee has suffered monetary loss thereby, in addition to the penalty in this subsection provided, the person convicted may be ordered to pay to such employee an amount not exceeding such monetary loss.

(3) Any person who

(a) being in charge of or having the custody of the relevant records of an employer or of a collective bargaining agency wilfully refuses or fails to furnish to or file with the Labour Court any information or document pursuant to the provisions of this Act, or an order of the Labour Court, or

- (b) who falsifies any records of an employer or collective bargaining agency containing information required to be filed with the Registrar of the Labour Court pursuant to the provisions of this Act,

shall be guilty of an offence and upon conviction be liable to a fine not exceeding \$100.00, including costs.

40. The penalties imposed by this Act shall be recoverable under The Summary Convictions Act and the provisions of the said Act shall apply to prosecutions hereunder.

41. No prosecution for an offence under this Act shall be instituted until fifteen days after a notice in writing specifying such alleged offence has been filed with the Registrar of the Labour Court.

#### PART IV.

42. Upon the application of an employer, employee or collective bargaining agency the Court shall have power to determine whether any person engaged in any calling or undertaking is an employer or an employee within the meaning of this Act.

43. Nothing in this Act contained shall be deemed to take away the right of an individual employee to present any of his personal grievances to his employer.

44. The Labour Court may from time to time make rules and regulations not inconsistent with the provisions of this Act for the better carrying out of the purposes of this Act.

45. This Act shall not apply to—

- (a) the industry of farming;
- (b) to domestic or menial servants;
- (c) any municipal corporation, or any board or commission functioning as an administrative unit thereof;
- (d) professional engineers;
- (e) learned professions.

46. This Act shall apply only to matters within the legislative jurisdiction of the Province.

Mr. Hagey moved that the report be adopted and a debate having ensued, after some time it was, on the motion of Mr. Hipel,

*Ordered*, That the debate be adjourned.



Mr. Fletcher, from the Standing Committee on Private Bills, presented their Second Report which was read as follows and adopted:—

Your Committee begs to report the following Bills without amendment:—

Bill (No. 11), An Act respecting the Township of East York.

Bill (No. 12), An Act respecting the United Counties of Stormont, Dundas and Glengarry.

Bill (No. 15), An Act respecting the Incorporated Synod of the Diocese of Ontario and St. Thomas Church, Belleville.

Bill (No. 19), An Act respecting the City of Windsor.

Your Committee begs to report the following Bills with certain amendments:—

Bill (No. 8), An Act respecting the Townships of Osgoode and Gloucester.

Bill (No. 13), An Act respecting the City of Hamilton.

Bill (No. 18), An Act respecting the Town of Cornwall.

Your Committee would recommend that the fees, less the penalties and the actual cost of printing, be remitted on Bill (No. 15), An Act respecting the Incorporated Synod of the Diocese of Ontario and St. Thomas Church, Belleville.

*Ordered*, That the fees less the penalties and the actual cost of printing, be remitted on Bill (No. 15), An Act respecting the Incorporated Synod of the Diocese of Ontario and St. Thomas Church, Belleville.

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On motion of Mr. Oliver, seconded by Mr. Nixon (Brant),

*Ordered*, That, notwithstanding the time for presenting Petitions for Private Bills has elapsed, leave be given to introduce a Bill intituled, "An Act respecting the United Farmers Co-operative Company Limited" and that the same be now read a first time and do stand referred direct to the Committee on Private Bills, irrespective of report from the Committee on Standing Orders or posting in the Lobby, as required by the Rule in that case made and provided, intention to apply for the said Bill having been advertised four times in a local paper and three times in *The Ontario Gazette*.

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The following Bills were severally introduced and read the first time:—

Bill (No. 43), intituled, "An Act to amend The Fatal Accidents Act." Mr. Elgie.

*Ordered*, That the Bill be read a second time to-morrow.

Bill (No. 44), intituled, "An Act to amend The Venereal Diseases Prevention Act." *Mr. Kirby.*

*Ordered*, That the Bill be read the second time to-morrow.

Bill (No. 20), "An Act respecting the United Farmers Co-operative Company Limited." *Mr. Oliver.*

Referred to the Committee on Private Bills.

Mr. Murphy asked the following Question (No. 44):—

1. How many auditors were employed by the Workmen's Compensation Board as of December 31st, 1942. 2. How many payrolls were not audited and were in arrears as to audit as of December 31st, 1942.

The Honourable the Minister of Labour replied as follows:—

1. There were twenty-six auditors on the outside audit staff as of December 31st, 1942. 2. There were 29,050 audits outstanding as of December 31st, 1942, which included 25,000 audits for the year 1942. Auditing is completed by county or district, and the following shows the audit standing of each county or district as of December 31st, 1942:—

County	Year last Audited	County	Year last Audited
Algoma.....	1939	Manitoulin .....	1940
Brant.....	1940	Middlesex .....	1940
Bruce.....	1940	Muskoka .....	1940
Carlton.....	1940	Nipissing .....	1941
Dufferin.....	1941	Norfolk .....	1940
Dundas.....	1941	Northumberland .....	1941
Durham.....	1941	Oxford .....	1940
Elgin.....	1940	Ontario .....	1941
Essex.....	1940	Parry Sound.....	1940
Frontenac.....	1940	Peel.....	1941
Glengarry.....	1941	Perth.....	1940
Grey.....	1940	Peterborough.....	1940
Haldimand.....	1940	Prescott.....	1941
Haliburton.....	1941	Prince Edward.....	1941
Halton.....	1941	Rainy River.....	1939
Hastings.....	1941	Renfrew.....	1941
Huron.....	1940	Russell.....	1941
Kenora.....	1939	Simcoe.....	1941
Kent.....	1940	Stormont.....	1941
Lambton.....	1940	Sudbury.....	1941
Lanark.....	1941	Temiskaming.....	1940
Lennox and Addington...	1941	Thunder Bay.....	1939
Leeds and Grenville.....	1941	Victoria.....	1941
Lincoln.....	1940	Waterloo.....	1940

County	Year last Audited	County	Year last
Welland.....	1940	Winnipeg, Man.....	1939
Wellington.....	1940	Toronto:	
Wentworth.....	1940	North-East.....	1939
York.....	1941	South-East.....	1939
Buffalo, N.Y.....	1940	North-West.....	1941
Montreal, Que.....	1941	South-West.....	1941
Red Lake.....	1939		

Since the above data was compiled, North-East and South-East Toronto have been completely audited to the end of 1941, and Red Lake District has been audited to the end of 1942. At the present time our auditors are working in the Districts of Algoma and Thunder Bay, and we expect to complete all those districts having the most outstanding audits before the end of this year.

One year's pay roll is considered as one audit. There are approximately 25,000 employers reporting to the Board, and a great number of these have very small pay rolls. A complete audit and check of the industries carried on in a county or district entail a considerable expense. It is, therefore, the Board's policy to endeavour to make a general check-up and audit in each district every two or three years. However, a number of the larger employers have their pay rolls audited each year, and a number of firms engaged in war industries have been audited up to the end of 1942 at the present time.

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Mr. Doucett asked the following Question (No. 53):—

1. Has the Government purchased a parcel of land of approximately 22 acres in Scarboro in the vicinity of Birchmount Avenue. 2. If so, state: (a) Acreage; (b) From whom purchased; (c) Date of purchase; (d) Purchase price; (e) Reason for purchase. 3. Does the deed contain any clauses restricting uses to which the land may be put and if so, what are they.

The Honourable the Minister of Public Works replied as follows:—

1. Yes. 2. (a) 22.292 acres; (b) Township of Scarboro; (c) March 7th, 1942; (d) \$11,500.00; (e) Highway purposes. 3. No.

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Mr. Hepburn (Prince Edward-Lennox) asked the following Question (No. 73):—

1. How many physicians, senior assistant physicians, graduate medical internes, other medical internes and dentists were employed at the Psychiatric Hospital, Toronto, as of December 31st, 1942, and state in each instance, name, position held, salary, and if not in receipt of salary, stating honoraria or perquisites allowed in lieu thereof. 2. How many physicians from the Ontario Hospital staffs were on December 31st, 1942, attached to the staff of the Psychiatric Hospital at Toronto for additional training or other purposes and state

name and salary in each instance. 3. What consultants were attached to the staff of the Psychiatric Hospital, Toronto, as of December 31st, 1942, giving name, title, salary, honoraria or other emolument in each instance. 4. What was the total number of employees at the Psychiatric Hospital, Toronto, as of December 31st, 1942, specifying: (a) Full time employees; (b) Part time employees, and (c) Consultants. 5. What was the average number of patients in residence at the Psychiatric Hospital, Toronto, during the year ending December 31st, 1942. 6. How many Psychiatric Hospital employees are engaged in the out-patient clinic. 7. How many patients were treated in the out-patient clinic during the twelve months ended December 31st, 1942. 8. For the fiscal year ended March 31st, 1942, what was the gross per capita cost and the net per capita cost of maintaining a patient in the Psychiatric Hospital, Toronto.

The Honourable the Minister of Health replied as follows:—

1. Dr. C. B. Farrar, Director, \$5,000; Dr. E. P. Lewis, Director, Out-Patient Department (part-time), \$2,500; Dr. M. V. Jackson, Senior Assistant Physician, \$3,300; Dr. J. G. Dewan, Assistant Physician, \$3,150 (joined army March 5th, 1943); Stuart C. Robinson, Undergraduate Interne, room and board; George Kendall Dowd, Undergraduate Interne, \$10.00 a month, in lieu of room and board; Dr. H. J. Hodgins, Dentist, detailed from Department of Health, visits twice a week. 2. Dr. G. H. Lugsdin, charge of male ward, detailed from Ontario Hospital, London, \$3,000—joined army March 5th, 1943; Dr. L. D. Proctor, charge of research unit (part-time), \$1,800, detailed from Ontario Hospital, New Toronto. The following physicians are taking post-graduate course in psychiatry: Dr. M. O. L. Barrie from Penetanguishene, \$2,700; Dr. C. A. Bright from Whitby, \$2,700; Dr. M. Straker from London, \$2,700. 3. Dr. Trevor Owen, Medicine, \$1,000 per annum; Dr. H. W. Johnston, Gynaecology, \$10 per week; Dr. G. F. Boyer, Neurology, \$10 per week; Dr. T. H. Hodgson, Ophthalmology, \$10 per week; Dr. C. A. Rae (Dr. M. B. Whyte), Oto-laryngology, \$10 per week; Dr. K. G. MacKenzie, Neurosurgery, \$10 per week; Dr. E. A. Linell, Neuropathology, \$50 per month. 4. 66; (a) full time 57; (b) half time 2; (c) Consultants 7. 5. 60.79. 6. 5. 7. New cases, 667; returned cases, 944. 8. Gross per capita cost, \$4.853; Net per capita cost, \$3.707.

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Mr. Arnott asked the following Question (No. 93):—

1. Is Frederick Harold Avery employed by the Government or by any Board or Commission of the Government, and, if so, state: (a) Department, Board or Commission by which employed; (b) Date of appointment; (c) Official title and nature of duties; (d) Initial salary; (e) Present salary; (f) Whether appointment temporary or permanent; (g) By whom recommended; (h) Previous occupation and general and special qualifications for present position. 2. Was Mr. Avery at any time a member of the Legislative Assembly of Ontario, and, if so, during what period.

The Honourable the Minister of Labour replied as follows:—

1. (a) Labour Department; (b) November 1st, 1937; (c) Chief Placement Officer. From November 1st, 1937, engaged in the promotion of youth training



projects; registration of unemployed single men and women for the purpose of placing them in suitable classes of instruction; contacted and addressed employers through the medium of Boards of Trade, Service Clubs, etc., with the object of securing their co-operation in providing employment for suitable applicants of their own choosing after they had received preparatory training; now engaged in making contacts with employers throughout the Province for the purpose of arranging suitable placements for ex-service men of the 1914-18 and present wars, including those discharged as medically unfit, handicapped and amputation cases, and aged persons; (d) \$333.33 per month; (e) \$333.33 per month; (f) Temporary; (g) The late Hon. M. M. MacBride; (h) Member of the Legislature. For a period of forty years engaged in commercial activities and subsequently became a member of various civic boards dealing with public welfare and relief problems, also engaged in social service work through the medium of an international association of service clubs which resulted in the appointment as District Governor. 2. Yes. From July, 1934, to October, 1937.

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Mr. Murphy asked the following Question (No. 97):—

1. During the 1942 fiscal year how many radio broadcasts were authorized by the Government in relation to tourist publicity or otherwise. 2. What was the cost of such broadcasts, specifying to whom payments were made and amount of each payment. 3. What was the total cost of the Ned Sparks programmes. 4. How many Ned Sparks broadcasts were made and why were they discontinued. 5. How many broadcasts were given in which Colonel Stoopnagle was the principal.

The Honourable the Prime Minister and Attorney-General replied as follows:—

1. The Ontario Show of 1941 was heard every Sunday afternoon, for thirteen weeks, over 52 (American) stations of the Columbia Broadcasting System and over one Canadian station, CFRB, Toronto. The Show was sponsored by the Travel and Publicity Bureau with the Government's approval, and was handled by the radio department of the Walsh Advertising Company. 2. \$147,417.65. This covered network time, programme talent, guest stars, station managers' convention and publicity. The following payments were made to the Walsh Advertising Company, Limited: May 28th, 1941—\$37,077.38; July 9th, 1941—\$35,853.16; July 30th, 1941—\$45,343.57; August 27th, 1941—\$28,941.56; September 17th, 1941—\$198.00; October 14th, 1941—\$3.98. 3. \$68,091.00. 4. and 5. Ned Sparks was engaged originally as producer and master of ceremonies for the show, but he failed to satisfy and his services were discontinued after five programmes. Colonel Stoopnagle succeeded as master of ceremonies for the remaining eight scheduled broadcasts.

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Mr. Henry asked the following Question (No. 99):—

1. As of December 31st, 1942, what amount, if any, of Succession Duty Free bonds and stock were outstanding, giving particulars as to each issue.

The Honourable the Provincial Treasurer replied as follows:—

Under the Acquisition of Securities (No. 4) Order 1941, dated August 15th, 1941, the Treasury of the United Kingdom required that the Ontario 4% regis-

tered stock, due 1947, and the Ontario  $4\frac{1}{2}\%$  registered stock, due 1945-1965, be transferred to the British Treasury. Pursuant to this Order, the Treasury Department of the Province of Ontario transferred to the Bank of Montreal, London, England, the funds necessary to repatriate the stock at the price set by the Treasury of the United Kingdom. As at December 31st, 1942, the following amounts had not yet been presented for redemption, although the necessary funds are on deposit in London, England, in a special account entitled "Acquisition of Province of Ontario  $4\%$  and  $4\frac{1}{2}\%$  Registered Stock":—

Description	£	S.	D.
$4\%$ Stock:.....	18,786	10	2
$4\frac{1}{2}\%$ Stock:.....	1,811	3	6

There are no other outstanding Succession-Duty-Free obligations of the Province of Ontario.

Mr. Welsh asked the following Question (No. 103):—

1. What was the total amount paid by the Department of Game and Fisheries to any other Department of the Government in relation to the enforcement of Game and Fish laws from December 31st, 1940, to December 31st, 1941, indicating the amounts paid to the respective departments.

The Honourable the Provincial Secretary replied as follows:—

1. Commissioner of Police for Ontario, \$826.82.

Mr. Murphy asked the following Question (No. 80):—

What was the total sales by the Liquor Control Board of Ontario throughout the entire Province of Ontario for each of the following months: April, May, June, July, August September, October, November and December, 1942, for (a) Distilled spirits; (b) Beer; (c) Other alcoholic beverages.

The Honourable the Treasurer replied as follows:—

(a), (b) and (c).—

#### SALES THROUGH LIQUOR CONTROL BOARD STORES

1942	Spirits	Beer	Wine
April.....	\$2,319,387.02	\$127,704.97	\$207,921.40
May.....	2,482,441.40	140,636.41	210,630.50
June.....	2,501,646.99	163,610.32	215,230.03
July.....	2,344,320.64	173,599.62	206,573.20
August.....	2,629,426.84	178,575.24	215,905.37
September.....	2,813,381.55	144,725.84	235,237.92
October.....	3,524,250.44	143,132.79	284,301.44
November.....	2,623,573.76	118,609.53	265,456.58
December.....	6,529,992.44	162,151.95	526,603.01

Mr. Murphy asked the following Question (No. 98):—

1. What are the names and salaries of the supervisors in the Department of Municipal Affairs. 2. What municipalities are still under provincial supervision.

The Honourable the Minister of Highways and Municipal Affairs replied as follows:—

Mr. J. P. Coombe, \$3,100.00; Mr. W. A. Orr, \$2,700.00. Supervised Municipalities: Towns—Blind River, Eastview, Essex, Haileybury, Hawkesbury, La Salle, Rainy River, Riverside, Rockland, Sturgeon Falls, Tecumseh; Townships—Sandwich East, Sandwich West. In addition to the above municipalities, the Windsor and Ottawa Separate School Boards are under the Department's supervision.

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The Order of the Day for resuming the Adjourned Debate on the Motion, That Mr. Speaker do now leave the Chair, and that the House resolve itself into the Committee of Supply, having been read,

The Debate was resumed, and after some time it was, on the motion of Mr. Hipel,

*Ordered*, That the Debate be adjourned until to-morrow.

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The House then adjourned at 5.55 p.m.

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## FRIDAY, MARCH 26TH, 1943

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PRAYERS.

3 O'CLOCK P.M.

Mr. Freeborn from the Select Standing Committee on Agriculture and Colonization presented its First Report, which was read as follows and adopted:—

Your Committee has been considering the problem of manpower for agricultural purposes and recommends that it be authorized to despatch a sub-committee of five members to Ottawa to discuss the situation with the Federal authorities.

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The following Bill was introduced and read the first time:—

Bill (No. 45), intituled, "An Act to amend The Workmen's Compensation Act." *Mr. Heenan*.

*Ordered*, That the Bill be read the second time on Monday.

On the motion of Mr. Strachan, seconded by Mr. Freeborn,

*Ordered*, That Rules Numbers 49, 63 and 66 of this House be suspended so far as they apply to section No. 7a proposed to be added to Bill No. 14 being "An Act respecting the City of Toronto", and that the Private Bills Committee be authorized to consider this section when the said Bill No. 14 is under consideration by that Committee.

7a.—(1) Notwithstanding the provisions of The Municipal Act, at any municipal election in the City of Toronto every poll clerk shall be furnished with a copy of the Voters' List and such clerk shall on polling day place a check mark opposite the names thereon of the persons who have voted, and such list shall then be delivered to and retained by the City Clerk for the period of six weeks following the declaration of the result of the election during which period such list may be inspected by any interested person.

(2) At any municipal election in the City of Toronto every person entitled to vote shall, on the day of polling, be entitled to absent himself for the purpose of voting, from any service or employment in which he is then engaged or employed, from the hour of noon until the hour of two o'clock next thereafter, or from the hour of four o'clock in the afternoon until the hour of six o'clock next thereafter, and a voter shall not, because of his so absenting himself, be liable to any penalty, or suffer or incur any reduction from the wages or compensation to which but for his absence he would have been entitled, but this section shall not apply where a voter is by his employer permitted or allowed at any other period during the hours of polling, reasonable and sufficient time and opportunity to vote.

(3) Notwithstanding the provisions of The Municipal Act, the Council of the Corporation of the City of Toronto may by by-law passed with the assent of the municipal electors and not later in the year than the 1st day of July, provide for the holding of the annual election in the City of Toronto on such day in the months of November, December or January as may be determined by such by-law and in that event, the meeting of the electors for the nomination of candidates for mayor, controllers, aldermen and board of education shall be held on the tenth day prior to the day of polling except where that day is a Saturday or a Sunday and in that case on the preceding Friday and may with the like assent repeal any such by-law.

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The Order of the Day for resuming the Adjourned Debate on the Motion, That Mr. Speaker do now leave the Chair, and that the House resolve itself into the Committee of Supply, having been read,

The Debate was resumed, and after some time it was, on the motion of Mr. McArthur,

*Ordered*, That the Debate be adjourned until Monday next.

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The House then adjourned at 4.45 p.m.



## MONDAY, MARCH 29TH, 1943

PRAYERS.

3 O'CLOCK P.M.

Mr. Armstrong, from the Standing Committee on Fish and Game, presented their Report which was read as follows and adopted:—

Your Committee convened Wednesday, March 24th, at 10 a.m., in Committee Room No. 2. Present were Messrs. Conant, Armstrong, Baker, Ballantyne, Belanger, Bradley, Brownridge, Campbell (Kent East), Carr, Clark, Croome, Duncan, Fairbank, Fletcher, Freeborn, Guthrie, Hunter, Kelly, Macfie, Miller, Murray, Nixon (Brant), Oliver, Reynolds, Sinclair, Strachan, Trottier and Welsh.

On motion of Mr. Strachan, seconded by Mr. Belanger, Mr. Armstrong was named chairman pro tem. The chairman welcomed representatives of the Northern Tourist and Trade Association and other visitors who were in attendance to present recommendations to the Committee.

The Honourable Mr. Conant, Minister of the Department of Game and Fisheries, addressed the meeting and reviewed some of the problems in connection with the department's activities. Mr. Conant said he proposed to ask the Dominion Government to relax its gasoline restrictions as they affect tourists entering Ontario, in order to preserve the tourist traffic this summer. Mr. Conant also dealt with the question of providing additional hatcheries in Ontario, and expressed the view that this would be done when finances permitted.

The employment of returned soldiers as game overseers was viewed by the Minister as a practical method of post-war rehabilitation. Mr. Conant said it was the intention of the Government to provide every possible protection for the wild life of the Province in order to preserve an abundant supply for the future.

Mr. D. J. Taylor, Deputy Minister of the Department of Game and Fisheries, reviewed some of the activities of his department. He termed the gasoline restrictions on American tourists as being unjust. Tourists are now restricted to 12 gallons and this amount is insufficient to take them to Northern Ontario centres and bring them back to the point of entry, Mr. Taylor said.

It was moved by Mr. Kelly, and seconded by Mr. Welsh, and carried unanimously, that "in view of the fact that a Canadian citizen motoring in the United States is entitled to 144 gallons of gasoline for a 12-month period, whereas all that an American visitor to Canada can buy is 12 gallons, this Committee of the Legislative Assembly of Ontario goes on record as appealing to the Dominion Oil Controller to provide a more adequate supply for American motorists and respectfully suggest that the present allotment of 12 gallons be increased to at least 75 gallons for a year's driving."

Mr. Len Hughes, president of the Northern Ontario Tourist Trade Association, addressed the Committee and presented a list of recommendations previously adopted at a meeting of the association March 1st to 4th in Toronto. Northern Ontario needed more hatcheries, game wardens and fenced in preserves.

Mr. Hughes said, in pressing for departmental action. Mr. Hughes paid tribute to the work of Deputy Minister Taylor.

Other representatives also addressed the meeting on aspects of game and fish problems. Mr. Taylor told the Committee that the great increase in the deer population of Old Ontario might make it necessary for the department to institute a limited season for the taking of buck deer.

The Committee adjourned for the session at 12.45 p.m.

Mr. Henry asked the following Question (No. 100):—

1. What were the administration and operating expenses in relation to head office, warehouses and stores of the Liquor Control Board of Ontario in each of the fiscal years ending March 31st, 1937, 1938, 1939, 1940, 1941 and 1942, indicating with respect to each year: (a) Cost of head office administration and supervision of breweries and wineries; (b) Costs in relation to operation of liquor warehouses; (c) Costs in relation to operation of liquor stores.

The Honourable the Provincial Treasurer replied as follows:—

			(a)	(b)	
			Percentage to Sale	Percentage to Sale	
FISCAL YEARS ENDING:					
March 31st, 1937.....	\$540,241.44		2.60%	\$149,610.82	.72%
March 31st, 1938.....	573,767.70		2.51%	161,705.28	.71%
March 31st, 1939.....	584,866.03		2.61%	165,695.11	.74%
March 31st, 1940.....	580,712.25		2.54%	159,458.18	.70%
March 31st, 1941.....	566,281.48		2.11%	177,103.79	.66%
March 31st, 1942.....	600,198.50		1.82%	200,799.68	.61%
			(c)	TOTALS	
			Percentage to Sales	Percentage to Sales	
FISCAL YEARS ENDING:					
March 31st, 1937.....	\$1,032,897.96		4.98%	\$1,722,750.22	8.30%
March 31st, 1938.....	1,032,694.49		4.52%	1,768,167.47	7.74%
March 31st, 1939.....	1,072,514.09		4.78%	1,823,075.23	8.13%
March 31st, 1940.....	1,104,961.92		4.84%	1,845,132.35	8.08%
March 31st, 1941.....	1,069,506.04		3.98%	1,812,891.31	6.75%
March 31st, 1942.....	1,094,019.35		3.30%	1,895,017.53	5.73%

Mr. Elgie asked the following Question (No. 114):—

1. Has a uniform opening and closing hour for all beverage rooms in Ontario been established by the Government or by the Liquor Control Board of Ontario and, if so: (a) What is the authorized hour of opening; (b) What is the hour of closing; (c) When was the uniform opening and closing hour made effective.

The Honourable the Provincial Treasurer replied as follows:—

1. Yes. (a) 10.30 a.m. daily except Sunday; (b) 11.30 p.m. with clearance of beverage rooms by 12 o'clock midnight, daily except Sunday; (c) December 15th, 1941.

Mr. Elgie asked the following Question (No. 117):—

1. As of January 1st, 1935, and January 1st, 1943, how many authorities issued by the Liquor Control Board of Ontario were in effect in the following categories in relation to the sale of beer and wine; (a) Standard hotels; (b) Social clubs; (c) Soldier and labor clubs; (d) Military messes; (e) Railways; (f) Steamships.

The Honourable the Provincial Treasurer replied as follows:—

1.	January 1st, 1935	January 1st, 1943
(a) Standard Hotels.....	1,101	1,204
(b) Social Clubs.....	104	141
(c) Soldier and Labour Clubs.....	81	116
(d) Military Messes.....	61	217
(e) Railways.....	1	0
(f) Steamships.....	0	0

Mr. Elgie asked the following Question (No. 118):—

1. Who were the auditors for the Liquor Control Board of Ontario for the 1942 fiscal year. 2. What amount were they paid by the Liquor Control Board in 1942 fiscal year.

The Honourable the Provincial Treasurer replied as follows:—

1. Robertson, Robinson, McCannell & Dick, 372 Bay Street, Toronto.
2. \$13,155.33.

The following Bill was introduced and read the first time:—

Bill (No. 46), intituled, "An Act to provide for the adjustment of Loans made for Agricultural and Farming Purposes under the Provisions of The Agricultural Development Act, The Farm Loans Act and The Northern Development Act." *Mr. Gordon.*

*Ordered,* That the Bill be read the second time to-morrow.

The following Bill was read the second time:—

Bill (No. 43), An Act to amend The Fatal Accidents Act.

Referred to the Committee on Legal Bills.

The Order of the Day for the second reading of Bill (No. 13), An Act respecting the City of Hamilton, having been read,

*Ordered,* That the Order be discharged, and that the Bill be forthwith again referred to the Committee on Private Bills for further consideration.

The Order of the Day for resuming the Adjourned Debate on the Motion, That Mr. Speaker do now leave the Chair, and that the House resolve itself into the Committee of Supply, having been read,

The Debate was resumed, and after some time it was, on the motion of Mr. Hepburn (Prince Edward-Lennox),

*Ordered*, That the Debate be adjourned until to-morrow.

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The House then adjourned at 6.10 p.m.

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TUESDAY, MARCH 30TH, 1943

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PRAYERS.

3 O'CLOCK P.M.

Mr. Fletcher, from the Standing Committee on Private Bills, presented their Third Report, which was read as follows and adopted:—

Your Committee begs to report the following Bill without amendment:—

Bill (No. 7), An Act respecting the Village of Norwood.

Your Committee begs to report the following Bills with certain amendments:—

Bill (No. 9), An Act respecting the City of Sudbury.

Bill (No. 17), An Act respecting the City of Peterborough.

Bill (No. 20), An Act respecting the United Farmers Co-operative Company Limited.

With respect to Bill (No. 13), An Act respecting the City of Hamilton, which was by order referred again to the Committee on Private Bills for further consideration, your Committee begs to report the Bill with certain further amendments.

With respect to Bill (No. 6), An Act respecting the Town of Leamington, your Committee begs to recommend that this Bill be not reported, it having been withdrawn by the petitioners. Your Committee would also recommend that the fees, less the penalties, if any, and the actual cost of printing be remitted on this Bill.

*Ordered*, That the fees, less the penalties, if any, and the actual cost of printing, be remitted on Bill (No. 6), An Act respecting the Town of Leamington on the ground that the Bill had been withdrawn by the Petitioners.



Mr. Strachan, from the Standing Committee on Legal Bills, presented the following as their Report, which was read as follows and adopted:—

Your Committee begs to report the following Bill without amendment:—

Bill (No. 43), An Act to amend The Fatal Accidents Act.

Your Committee begs to report the following Bill as amended:—

Bill (No. 34), An Act to provide Relief to Lessors under Gas and Oil Leases.

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In respect to Question (No. 61) regarding certain school grants, etc., Mr. Conant requested that this Question be made an Order for a Return and on motion of Mr. Stewart, seconded by Mr. Arnott,

*Ordered*, That there be laid before this House a Return showing: 1. What were the total grants paid by the Government for: (a) The fiscal year ended October 31st, 1933; (b) The fiscal year ended March 31st, 1936; (c) The fiscal year ended March 31st, 1941; (d) The fiscal year ending March 31st, 1942; for the following purposes: (a) Public School Grants; (b) Separate School Grants; (c) High School and Collegiate Institute Grants; (d) Agricultural School Grants; (e) Vocational School Grants; (f) University Grants.

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Mr. Doucett asked the following Question (No. 22):—

1. During the fiscal year ended March 31st, 1941, the fiscal year ended March 31st, 1942, and also the period April 1st, 1942, to December 31st, 1942, what amounts were expended by way of maintenance and general reconstruction on the No. 2 Highway (Kingston Road) between Toronto and Oshawa, including amount spent on resurfacing, widening of curves, etc., and indicating what amounts were charged to capital and to ordinary account respectively, also specifying what part of the expenditures were in relation to that part of the highway within the limits of the City of Oshawa.

The Honourable the Minister of Highways replied as follows:—

	Fiscal Year ended March	Fiscal Year ended March	Period April 1st to December
	31st, 1941	31st, 1942	31st, 1942
Capital.....	\$ 55,615.54	\$ 18,907.13	Nil
Ordinary.....	85,171.08	187,684.01	\$10,575.84
Total.....	\$140,786.62	\$206,591.14	\$10,575.84

No expenditures were made within the limits of the City of Oshawa.

Mr. Doucett asked the following Question (No. 26):—

1. What amounts were expended in the fiscal year ended March 31st, 1941, the fiscal year ended March 31st, 1942, and also in the period April 1st, 1942, to December 31st, 1942, on the new four-lane highway from West Hill to Oshawa, including and specifying any amounts spent as to construction within the City limits of Oshawa: (a) On bridges and culverts; (b) On clover-leaves, overpasses and similar structures; (c) On grading, paving and all other items. 2. What is the estimated amount required to complete the highway mentioned in (1). 3. Do plans include the installation of a lighting system and, if so, what is the estimated cost of the installation. 4. What is the estimated cost of landscaping the centre boulevard including the cost of trees, shrubs, rose bushes, etc. 5. Is any work being done on this highway at the present time and if so, give particulars. 6. What work, generally, was done on this highway during the calendar year 1942.

The Honourable the Minister of Highways replied as follows:—

1.	Fiscal Year ended March 31st, 1941	Fiscal Year ended March 31st, 1942	April 1st, 1942, to December 31st, 1942
(a)	\$106,975.25	\$452,477.44	\$ 19,802.23
(b)	Nil	361,393.03	8,641.71
(c)	143,243.77	649,150.73	136,806.31

NOTE: The expenditures given above cannot be accurately divided year by year for the sections of road within and without the City limits of Oshawa. The final measurements give the following expenditures within the City limits of Oshawa for the period April 1st, 1940, to December 31st, 1942:

(a)	\$ 64,373.61
(b)	160,149.75
(c)	247,708.70

2. This question is not complete and is impossible to answer as it stands. 3. No. 4. No estimates prepared. 5. Ordinary maintenance. 6. Grading, embankment protection, drainage, completion of bridges, tree planting and general maintenance.

Mr. Murphy asked the following Question (No. 45):—

1. What was the total expenditure of the Province of Ontario to December 31st, 1942, in relation to the construction of the Rainbow Bridge at Niagara Falls including advance, if any, to the Commission, purchase of land for approaches or otherwise, construction of buildings, approaches, lighting systems and all other items incidental to construction of the bridge. 2. Give the same information as specified in (1) in relation to Rainbow Bridge expenditures by: (a) The Hydro-Electric Power Commission of Ontario; (b) The Niagara Parks Commission. 3. What is the estimated investment in the whole project when completed, of: (a) The Province of Ontario; (b) The Hydro-Electric Power Commission; (c) The Niagara Parks Commission. 4. Has the Government any information as to investment in the structure and incidental works from American

sources, and if so, give the amount of the American investment. 5. When was the bridge opened for traffic and what revenue accrued to December 31st, 1942. 6. From date of opening to December 31st, 1942, what was the average number of (a) vehicles; (b) pedestrians, crossing the bridge on each 24 hours.

The Honourable the Minister of Highways replied as follows:—

1. \$1,143,176.30. 2. (a) Nil; (b) \$3,500.00. 3. (a) \$1,618,877.21; (b) Nil; (c) \$122,799.13. 4. American investment includes bridge structure and part of buildings and lands. The actual information is not in the hands of the Government. 5. Opened for traffic November 1st, 1941. Information regarding revenue not in the hands of the Government. 6. (a) Information not in the hands of the Government; (b) Information not in the hands of the Government.

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Mr. Murphy asked the following Question (No. 50):—

1. How much pavement on the Queen Elizabeth Way between Toronto and Burlington required replacement or major repair during each of the calendar years 1941 and 1942. 2. With respect to replacements and major repairs mentioned in (1) what was the cost to the Government and also indicating what part of the work, if any, was performed by contractors in accordance with terms of guarantees and without cost to the Government.

The Honourable the Minister of Highways replied as follows:—

1. 1941, 12,738.54 square yards; 1942, Nil. 2. \$72,394.81; No Guarantees.

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Mr. Doucett asked the following Question (No. 52):—

1. How many convictions were executed in each district of the Province under the Department of Game and Fisheries for infractions of the game laws for each of the fiscal years ending March 31st, 1937, 1938, 1939, 1940, 1941 and 1942 and for the period April 1st, 1942, to December 31st, 1942. 2. Indicate in each case the number of convictions as a result of: (a) Game Warden supervision; (b) Provincial Police supervision; (c) Joint action on part of Game Wardens and Provincial Police. 3. In each of the periods mentioned in (1) how many seizures were made, in relation to game laws infractions, of: (a) Motor cars and trucks; (b) Launches and other power propelled boats; (c) Rowboats, canoes, etc. 4. With respect to the cases mentioned in (3): (a) In how many instances were cars, boats, etc., sold and what were the proceeds of such sales; (b) In how many instances were cars, boats, etc., returned to owners. 5. In each of the periods mentioned in (1), how many seizures were made of guns, fishing tackle, nets and like equipment.

The Honourable the Prime Minister and Minister of Game and Fisheries replied as follows:—

1.—	FISCAL YEARS ENDED MARCH 31ST,						PERIOD Apr. 1st, 1942, to Dec. 31st, 1942
	1937	1938	1939	1940	1941	1942	
District No. 1.....	784	770	1105	929	787	818	656
District No. 2.....	196	228	370	301	228	224	223
District No. 3.....	44	47	102	68	62	65	93

2.—	FISCAL YEARS ENDED MARCH 31ST,						PERIOD to Apr. 1st, 1942, Dec. 31st, 1942
	1937	1938	1939	1940	1941	1942	
District No. 1:							
(a) G. & F. Officers.....	684	688	981	889	755	799	647
(b) Provincial Police.....	62	43	64	40	27	10	8
(c) Joint Action.....	38	39	60	...	5	9	1
District No. 2:							
(a) G. & F. Officers.....	189	215	360	298	228	211	212
(b) Provincial Police.....	2	13	7	3	...	4	7
(c) Joint Action.....	5	...	3	...	...	9	4
District No. 3:							
(a) G. & F. Officers.....	42	40	84	57	60	55	90
(b) Provincial Police.....	2	6	11	10	2	10	3
(c) Joint Action.....	...	1	7	1	...	...	...

3.—	(a)	(b)	(c)
	Motor Cars	Launches and	
	and Trucks	Power-pro- pelled Boats	Rowboats      Canoes      Outboard Motors
Year ending—			
March 31st, 1937.....	11	10	18      8      ..
March 31st, 1938.....	11	8	14      5      2
March 31st, 1939.....	17	13	29      11      ..
March 31st, 1940.....	9	4	11      11      2
March 31st, 1941.....	19	17	23      4      1
March 31st, 1942.....	5	16	12      7      2
Apr. 1st to Dec. 31st, 1942..	7	1	12      7      4

4. (a) and (b)—	Sold to Public	Proceeds	Redeemed and Returned to Owners	Proceeds	Retained for Dept. Use	Held for Disposal
Year ending March 31st,						
1937—Cars and Trucks....	..	.....	11	\$ 45.00	..	..
Launches, etc.....	..	.....	10	24.00	..	..
Rowboats.....	2	\$10.00	14	24.00	2	..
Canoes.....	..	.....	7	11.00	1	..
Outboard Motors.....	..	.....	..	.....	..	..
1938—Cars and Trucks....	..	.....	11	121.00	..	..
Launches, etc.....	..	.....	8	65.00	..	..
Rowboats.....	2	\$12.75	12	12.00	..	..
Canoes.....	..	.....	5	5.00	..	..
Outboard Motors.....	..	.....	2	13.00	..	..
1939—Cars and Trucks....	..	.....	17	210.00	..	..
Launches, etc.....	1	5.00	12	110.00	..	..
Rowboats.....	10	66.00	19	18.00	..	..
Canoes.....	1	3.00	8	3.00	2	..
Outboard Motors.....	..	.....	..	.....	..	..
1940—Cars and Trucks....	* 1	50.00	8	70.00	..	..
Launches, etc.....	..	.....	4	110.00	..	..
Rowboats.....	..	.....	10	9.00	1	..
Canoes.....	1	5.00	8	20.00	2	..
Outboard Motors.....	..	.....	2	12.00	..	..
1941—Cars and Trucks....	..	.....	19	500.00	..	..
Launches, etc.....	2	50.00	15	57.00	..	..
Rowboats.....	7	43.00	14	38.00	2	..
Canoes.....	2	20.00	..	.....	2	..
Outboard Motors.....	..	.....	1	5.00	..	..



4. (a) and (b)—Continued	Sold to Public	Proceeds	Redeemed and Returned to Owners	Proceeds	Retained for Dept. Use	Held for Disposal
Year ending March 31st,						
1942—Cars and Trucks....	..	.....	5	25.00	..	..
Launches, etc.....	1	35.00	15	1,225.00	..	..
Rowboats.....	1	15.00	9	22.00	1	1
Canoes.....	2	13.00	2	5.00	1	2
Outboard Motors....	..	.....	..	.....	2	..
Apr. 1st to Dec. 31st,						
1942—Cars and Trucks....	..	.....	7	115.00	..	..
Launches, etc.....	..	.....	1	10.00	..	..
Rowboats.....	..	.....	4	20.00	..	8
Canoes.....	..	.....	3	10.00	1	3
Outboard Motors....	..	.....	1	10.00	3	..
*Snowmobile.						

5.—	Guns	Fishing Tackle	Nets	Spears
Year ending March 31st, 1937.....	491	71	309	47
Year ending March 31st, 1938.....	460	84	213	66
Year ending March 31st, 1939.....	760	114	327	63
Year ending March 31st, 1940.....	651	130	257	71
Year ending March 31st, 1941.....	401	118	224	57
Year ending March 31st, 1942.....	645	86	167	58
April 1st to December 31st, 1942.....	616	102	113	44

Mr. Elgie asked the following Question (No. 64):—

1. Did the Western Pulp and Paper Company, Limited, in pursuance of the terms of agreement between the Government and the Company, dated August 23rd, 1937, construct a pulp plant in or near Fort William or elsewhere in Ontario with a minimum capacity of 200 tons of pulp per day and at a cost of not less than \$4,500,000, completing same before November 1st, 1939. 2. If the mill was not constructed, give details of any extension of time granted. 3. What kinds and quantities of pulpwood and timber have been cut on the limits covered by the agreement in each fiscal year since date of agreement. 4. What amount of dues and bonus accrued to the Province in each fiscal year since date of agreement with respect to the timber mentioned in (3). 5. Of the sums mentioned in (4), what amounts have been paid to the Government and what are still outstanding. 6. Since date of agreement, what export licenses have been granted the Company with respect to timber and pulpwood cut from the limits covered by agreement, giving kinds and quantities of pulpwood and timber exported in each fiscal year. 7. If the mill has not been built, what measures have been taken to stop cutting or export or both.

The Honourable the Minister of Lands and Forests replied as follows:—

1. Agreement never delivered. 2. Answered by 1. 3. Answered by 1. 4. Answered by 1. 5. Answered by 1. 6. Answered by 1. 7. Answered by 1.

Mr. Hepburn (Prince Edward-Lennox) asked the following Question (No. 70):—

1. Has the Huron Forest Products Company, Limited, completed before November 1st, 1939, a chemical pulp mill with a capacity of 100 tons of pulp

per diem with a minimum expenditure thereon of \$2,500,000.00 as required by the terms of agreement between the Company and the Government, dated April 19th, 1937. 2. If the mill has not been constructed, has an extension of time been given, stating particulars. 3. In each fiscal year from date of agreement, what kinds and quantities of pulpwood and timber have been cut from the limits covered by the agreement. 4. What was the amount of Crown Dues and bonus respecting the timber mentioned in (3). 5. What portion of the Crown Dues and bonus mentioned in (4) has been paid and what is outstanding. 6. Since date of agreement, what export licenses have been granted the Company respecting pulpwood and timber cut from the limits covered by the agreements, stating kinds and quantities of pulpwood and timber covered by the licenses. 7. If the mill mentioned in (1) has not been completed, have any steps been taken to prevent further cutting for export, giving particulars.

The Honourable the Minister of Lands and Forests replied as follows:—

1. No. 2. The Company notified of default under the Agreement and given privilege of making good the default within sixty days from December 16th, 1942, and entering into an amended Agreement. Company asked for extension of time. No extension has been granted to date. 3. None. 4. Answered by 3. 5. Answered by 3. 6. None. 7. Answered by 2 and 6.

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Mr. Dunbar asked the following Question (No. 74):—

1. Has the English River Pulp and Paper Company, Limited, under the terms of an agreement between the Government and the Company dated August 23rd, 1937: (a) Completed and equipped before October 1st, 1939, a standard gauge logging railway from the Town of Kenora to a point on the English River at a minimum cost of approximately \$2,000,000.00; (b) Completed before May 1st, 1940, a pulp or newsprint mill or a combined pulp or newsprint mill with a minimum daily capacity of 200 tons. 2. If either the mill or the railway mentioned in (1) has not been completed, has an extension of time been granted, and if so give particulars. 3. What kinds and quantities of pulpwood and timber have been cut by the Company from the limits mentioned in (1) in each fiscal year since date of agreement. 4. What export licenses have been granted with respect to the pulpwood and timber mentioned in (3) and state kinds and quantities of pulpwood and timber exported by the Company in each fiscal year since date of agreement. 5. What amount of Crown Dues and bonus accrued to the Province with respect to the pulpwood and timber mentioned in (3) in each fiscal year since agreement was signed. 6. Of the amounts mentioned in (5), what has been paid to the Government and what amount is outstanding. 7. If either the mill or the railway have not been constructed have any measures been taken to cancel cutting rights, giving particulars.

The Honourable the Minister of Lands and Forests replied as follows:—

1. (a) No; (b) No. 2. No. 3. None. 4. None. 5. None. 6. Answered by 5. 7. Company notified of default and given sixty days from December 16th, 1942, to state intentions. Principals have appeared but no new arrangements entered into.

Mr. Dunbar asked the following Question (No. 77):—

1. As of December 31st, 1942, what was the patient population of the Criminal Insane Division at the Ontario Hospital at Penetanguishene. 2. How many patients have escaped from this Division since January 1st, 1935. 3. Of the patients who escaped mentioned in (2), how many were recaptured. 4. Of the patients in residence on December 31st, 1942, how many were received from penitentiaries or other institutions under federal jurisdiction. 5. With respect to the patients mentioned in (4), in how many cases is maintenance paid by the Federal Government and at what rate.

The Honourable the Minister of Health replied as follows:—

1. 143. 2. 6 (no escapes since fence and windows were fixed in 1936). 3. 6. 4. 33. 5. Department of Justice (8) \$10.50 per week; Department of Indian Affairs (1) \$7.00 per week.

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Mr. Duckworth asked the following Question (No. 79):—

1. Did the Vermilion Lake Pulp Limited in pursuance of the terms of an agreement between the Government and the Company dated August 23rd, 1937, construct at or near Sioux Lookout or elsewhere in Ontario before September 1st, 1940, a pulp mill having a capacity of at least 100 tons per day. 2. If the mill was not constructed, give details as to any extension of time granted. 3. What kinds and quantities of pulpwood and timber have been cut on the limits covered by the agreement in each fiscal year since date of agreement. 4. What amount of dues and bonus accrued to the Province in each fiscal year since date of agreement with respect to the timber mentioned in (3). 5. Since date of agreement, what export licenses have been granted the Company, giving kinds and quantities of pulpwood and timber exported in each fiscal year. 6. Of the sums mentioned in (4) what amount has been paid the Government and what is outstanding. 7. If the mill has not been built, what measures, if any, have been taken to stop cutting or export or both.

The Honourable the Minister of Lands and Forests replied as follows:—

1. No. 2. The Company notified of default under the Agreement and given the privilege of making good the default within 60 days from December 16th, 1942, and entering into an amended Agreement. Company asked for extension of time. No extension has been granted to date. 3. None. 4. None. 5. None. 6. Answered by 4. 7. Answered by 2, 3 and 5.

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Mr. Henry asked the following Question (No. 81):—

1. Has the Rouge River bridge on the new four-lane highway from Toronto to Oshawa been completed; if so, give date of completion; if not, state when it is estimated the structure will be completed. 2. With respect to the bridge mentioned in (1), state: (a) Length and width of bridge structure; (b) Length of fill

required for approaches; (c) Number of cubic yards of fill placed in position in connection with approaches; (d) Tonnage and total cost of steel used in connection with the structure. 3. Who was the contractor who constructed the bridge. 4. Who was the contractor who placed fill and who was responsible for grading approaches and other incidental work in connection with the bridge. 5. What was the total cost to date of (a) the bridge; (b) approaches and other incidental works. 6. What accounts are still outstanding. 7. What items were supplied by the Government, stating cost in each case. 8. What amount was paid to contractor, specifying the work each performed. 9. When was work commenced on (a) Fill, grading and other items respecting approaches; (b) Excavation or other work in connection with footings. 10. If any work was performed by the Government on a day labour basis, state particulars.

The Honourable the Minister of Highways replied as follows:—

1. The south bridge has been completed and the north has been completed except for some painting of superstructure steel. 2. (a) 399 feet in length, 87' 8" wide; (b) 1,454.0 feet; (c) 775,567.6 cubic yards;

(d) Reinforcing Steel.....	167 tons	\$ 10,855.00
Structural Steel.....	610 tons	89,909.00*
Steel Sheet Piling.....	293.88 tons	20,461.50
	<hr/>	<hr/>
	1,070.88	\$121,225.50

\*The contract price for the structural steel was a lump sum of \$89,909.00, including supply, fabrication, erection and painting.

3. Ryan Contracting Co., Ltd.; Central Bridge Co., Ltd. 4. The Bergman Construction Co., Ryan Contracting Co., Ltd., Patterson Paving Co. and The Dominion Sod Company. 5. (a) \$183,401.49; (b) \$489,824.00. 6. Central Bridge Company, \$3,980.00.

7. Reinforcing Steel.....	\$10,855.00
Steel Sheet Piling.....	20,461.50
Cement.....	7,596.32
Pipe.....	565.70
Expansion Joint Material.....	12.75
Water Stops.....	266.49
Gulley Grates and Goss Traps.....	360.22
Cedar Posts.....	1,005.75
Fence Wire.....	2,732.40
Dynamite and Caps.....	9,330.17
	<hr/>
	\$53,186.30

8. Central Bridge Company, Ltd., supply, fabrication, erection and painting of superstructural steel, \$85,929.00; Ryan Contracting Co.—Excavation, concrete and reinforcing steel work, also sheet piling and fine grading of approaches and floor construction, \$51,127.14; Patterson Paving Company—Grading, sodding and supplying materials, \$8,555.47; Bergman Construction Co.—Fill construction, \$443,777.26; Dominion Sod Company—Grading and sodding, \$347.55. 9. (a) January 5th, 1938; (b) February 4th, 1941. 10. Erecting guide rails, fencing, test borings, maintaining gravel surface.



Mr. Duckworth asked the following Question (No. 82):—

1. During the calendar years 1937 to 1942, inclusive, what was the maximum number of patients in Ontario hospitals: (a) Who have been obliged to sleep in beds placed in corridors for lack of proper ward space or other reason; (b) Who have been obliged to sleep on mattresses placed on floors because of lack of beds, lack of space for beds, or other cause.

The Honourable the Minister of Health replied as follows:—

1. 110. 2. 56.

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Mr. Arnott asked the following Question (No. 95):—

1. Did the Soo Pulp Products Limited erect a chemical pulp mill on or before the 1st November, 1939, with a daily capacity of not less than 200 tons of pulp at a minimum cost of \$5,000,000.00, as required by agreement between the Government and the Company dated August 11th, 1937. 2. If not what extension of time has been granted. 3. What kinds and quantities of pulpwood and timber in each fiscal year since the agreement was signed have been cut on limits covered by the agreement. 4. What was the amount of Crown Dues and bonus with respect to the pulpwood and timber mentioned in (3). 5. Of the Crown Dues and bonus mentioned in (4), what amount has been paid and what is still outstanding. 6. What export licenses have been granted with respect to the timber mentioned in (3) and what kinds and quantities of timber have been exported in each fiscal year since the agreement was signed. 7. If the mill has not been built, has the Company been deprived of cutting or export privileges, giving particulars.

The Honourable the Minister of Lands and Forests replied as follows:—

1. No. 2. The Company notified of default under the Agreement and given privilege of making good the default within sixty days from December 16th, 1942, and entering into an amended Agreement. Company asked for extension of time. No extension has been granted to date. 3. None. 4. None. 5. Answered by 3 and 4. 6. None. 7. Answered by 2 and 6.

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Mr. Henry asked the following Question (No. 106):—

1. What was the amount received by the Government from annual returns under The Companies' Information Act for each of the fiscal years ended March 31st, 1939, 1940, 1941 and 1942. 2. What was the amount received by the Government for each of the fiscal years 1939, 1940, 1941 and 1942 for ordinary incorporated companies under The Corporations Tax Act. 3. What was the amount received by the Province from the tax on net revenue of incorporated companies under The Corporations Tax Act for each of the fiscal years 1939, 1940, 1941 and 1942.

The Honourable the Provincial Treasurer replied as follows:—

1.	Filing Fees
	Fiscal Year ended March 31st, 1939.....\$32,140.72
	Fiscal Year ended March 31st, 1940..... 30,898.13
	Fiscal Year ended March 31st, 1941..... 29,033.94
	Fiscal Year ended March 31st, 1942..... 29,116.70
2.	1939.....\$ 5,066,105.34
	1940..... 5,869,126.24
	1941..... 17,310,802.22
	1942..... 18,742,086.45
3.	1939.....\$ 2,285,691.88
	1940..... 3,398,007.03
	1941..... 15,266,539.51
	1942..... 17,024,631.10

The Motion by Mr. Doucett, seconded by Mr. Hepburn (Prince Edward-Lennox), That the House empower the Public Accounts Committee to enquire into the accounts of any department whose accounts are under examination from the end of the last fiscal year up to and including February 28th, 1943, having been called, and a Debate having ensued, after some time the Motion, on being put, was lost on the following Division:—

## YEAS

Acres	Duckworth	Kennedy
Arnott	Dunbar	Macaulay
Black	Frost	Reynolds
Challies	Henry	Stewart
Doucett	Hepburn	Summerville
Drew	(Prince Edward-Lennox)	Welsh—17

## NAYS

Anderson	Duncan	Miller
Armstrong	Fairbank	Murray
Ballantyne	Fletcher	McArthur
Bégin	Freeborn	McEwing
Belanger	Gardhouse	McQuesten
Bethune	Glass	Newlands
Bradley	Guthrie	Nixon
Brownridge	Habel	(Brant)
Carr	Hagey	Nixon
Cholette	Hipel	(Temiskaming)
Conant	Hunter	Oliver
Cooper	Kelly	Patterson
Cox	Kirby	Sinclair
Croome	Laurier	Smith
Cross	Macfie	Strachan
Dewan	MacGillivray	Trottier—48
Dickson	MacKay	

The Order of the Day for resuming the Adjourned Debate on the Motion, That Mr. Speaker do not leave the Chair, and that the House resolve itself into the Committee of Supply, having been read,

The Debate was resumed, and after some time it was, on the motion of Mr. Glass,

*Ordered*, That the Debate be adjourned until to-morrow.

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The Provincial Secretary presented to the House, by command of the Honourable the Lieutenant-Governor:—

Return to an Order of the House dated March 30th, 1943, That there be laid before this House a Return showing: 1. What were the total grants paid by the Government for: (a) The fiscal year ended October 31st, 1933; (b) The fiscal year ended March 31st, 1936; (c) The fiscal year ended March 31st, 1941; (d) The fiscal year ending March 31st, 1942; for the following purposes: (a) Public School Grants; (b) Separate School Grants; (c) High School and Collegiate Institute Grants; (d) Agricultural School Grants; (e) Vocational School Grants; (f) University Grants. (*Sessional Papers No. 56.*)

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The House then adjourned at 10.55 p.m.

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### WEDNESDAY, MARCH 31st, 1943

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PRAYERS.

3 O'CLOCK P.M.

On motion by Mr. Conant, seconded by Mr. Gordon,

*Ordered*, That the Provincial Auditor be and is hereby authorized to pay the salaries of the Civil Service Employees and other necessary payments following the close of the present fiscal year on March 31st, 1943, and until Supply for the ensuing fiscal year is voted by this House, such payments to be charged to the proper appropriations following the voting of Supply.

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The following Bills were severally introduced and read the first time:—

Bill (No. 47), intituled, "An Act to amend The Assessment Act." *Mr. McQuesten.*

*Ordered*, That the Bill be read the second time to-morrow.

Bill (No. 48), intituled, "An Act to amend The Municipal Act." *Mr. McQuesten.*

*Ordered*, That the Bill be read the second time to-morrow.

Mr. Challies asked the following Question (No. 34):—

1. How many permits for new electrical services were issued by the Hydro Commission in the Georgian Bay, Niagara and Eastern Ontario systems for the calendar year 1942 for (a) Homes and Apartments; (b) Farms.

The Honourable the Prime Minister replied as follows:—

	(a) Homes and Apartments	(b) Farm Services
Issued to Municipal Systems:		
Niagara System.....	9,385	...
Eastern Ontario System.....	2,018	...
Georgian Bay System.....	582	...
Issued to H.E.P.C. Rural Power Districts:		
Niagara System.....	2,225	334
Eastern Ontario System.....	634	209
Georgian Bay System.....	53	31
	<hr/> 14,897	<hr/> 574

Mr. Murphy asked the following Question (No. 39):—

1. Is Dr. William Taylor employed in any Department of the Government or by the Workmen's Compensation Board in work relating to silicosis or otherwise, or if not now employed, was he at any time employed, and state: (a) Date of appointment; (b) At what points and for what periods employed; (c) Nature of duties; (d) Initial salary and amounts and dates of increases if any; (e) Particulars respecting travelling expenses, allowances and expenses in relation to office; (f) Total amount paid from time of appointment to December 31st, 1942, for salary, expenses and allowances of whatever nature. 2. Is Dr. Taylor related to W. A. Taylor who is or was President of the Temiskaming Liberal Association.

The Honourable the Minister of Labour replied as follows:—

1. Dr. William Taylor is employed by The Workmen's Compensation Board under the provisions of subsection 12 of Section 115 of The Workmen's Compensation Act. (a) Appointed October 12th, 1938. Duties commenced October 15th, 1938; (b) Dr. Taylor was trained at Kirkland Lake and Sudbury for a period of about four months, and on February 11th, 1939, went to Timmins as Assistant to Dr. Russell, taking over the work at Timmins on the resignation of Dr. Russell on February 1st, 1940; (c) Examination of miners for certificate under The Mining Act; (d) Commenced at \$250 per month, October 15th, 1938; Increased to \$300 per month, September 1st, 1939; Increased to \$4,000 per year, December 1st, 1940; Increased to \$4,750 per year, September 1st, 1941. Cost of Living bonus of 5% added since February 1st, 1942; (e) Particulars regarding travelling expenses and expenses in relation to office are not readily available. Travelling expenses usually included those of assistant and transportation of heavy x-ray equipment. No separate breakdown has been made. Office expenses are kept under that heading and not definitely related to the individuals. There



have been no "allowances" made to Dr. Taylor otherwise; (f) Amount paid for salary: 1938—\$625.00; 1939—\$3,200.00; 1940—\$3,633.33; 1941—\$4,250.00; 1942—\$4,967.74; Total—\$16,676.07. Expenses and allowances—see answer to paragraph (e). 2. No blood relation. Dr. Taylor was appointed to office on October 12th, 1938. On April 15th, 1939, he was married to a daughter of R. S. Taylor, of New Liskeard, who is a brother of the said W. A. Taylor.

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Mr. Doucett asked the following Question (No. 54):—

1. How many miles of electric lighting system were installed on the Queen Elizabeth Way between Toronto and Fort Erie during each of the calendar years 1939, 1940, 1941, 1942 and 1943 and what were the total costs of such installations in each of the periods mentioned. 2. What is the total mileage of electric lighting system installed on the Queen Elizabeth Way between Toronto and Fort Erie. 3. What is the mileage of the Queen Elizabeth Way from Toronto to Fort Erie. 4. On all provincial highways what mileage of electric lighting system was installed in each of the periods mentioned in (1). 5. On all provincial highways, what mileage of electric lighting system is presently: (a) In use; (b) Out of use. 6. What was date of completion of the last installation of electric lighting system on the Queen Elizabeth Way and if now out of use, state when use was discontinued.

The Honourable the Minister of Highways replied as follows:—

1. 1939—0.25 miles, cost \$4,431.95; 1940—41.80 miles, cost \$362,948.07; 1941—10.73 miles, cost \$83,844.54; 1942—1.90 miles, cost \$21,121.53; 1943—nil. 2. 68.88 miles; 3. 87.48 miles; 4. 1939—1.70 miles; 1940—43.40 miles; 1941—15.18 miles; 1942—2.35 miles; 1943—nil. 5. (a) 6.75; (b) 70.08. 6. February 12th, 1942. Discontinued August 31st, 1942.

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Mr. Henry asked the following Question (No. 85):—

1. In connection with the extension to the head office building of the Hydro-Electric Power Commission of Ontario on University Avenue, Toronto, what amount was spent for floor coverings, specifying: (a) Amount spent for rugs; (b) Amount spent for other floor coverings including installation thereof. 2. Who supplied the floor coverings mentioned in (1), and specify: (a) The amount paid each vendor for material supplied; (b) The amount paid each company, firm or individual for services in relation to installation.

The Honourable the Minister of Public Works replied as follows:—

1. The amount spent for floor coverings, in connection with the extension to the head office building of the Hydro-Electric Power Commission of Ontario, on University Avenue, Toronto, was \$22,768.58, divided as follows:—(a) Amount spent for rugs, \$6,336.06; (b) Amount spent for other floor coverings, including installation thereof, \$16,432.52. 2. The floor coverings mentioned in 1 (a) were supplied by The Robert Simpson Company, Ltd. The floor coverings mentioned in 1 (b) were supplied by the General Contractor, Anglin-Norcross Ontario Ltd., who paid The T. Eaton Company, Ltd., and The Robert Simpson Company,

Ltd., respectively, the second and third amounts mentioned in 2 (a) for material and installation thereof. (a) The amount paid each vendor for material supplied was: The Robert Simpson Co., Ltd. (cost installed), \$6,336.06; The T. Eaton Company, Ltd. (cost installed), \$6,998.15; The Robert Simpson Co., Ltd. (cost installed), \$9,434.37. (b) The amount paid each company, firm, or individual for services in relation to installation is included in 2 (a), the orders having been placed on the basis of cost installed.

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Mr. Henry asked the following Question (No. 102):—

1. Of the assets of the International Railway Company, Limited, surrendered to the Niagara Parks Commission, what have been sold, indicating to whom sold, the amount received with respect to each parcel and the total amount realized.

The Honourable the Prime Minister replied as follows:—

1. Of the assets of the International Railway Company, Limited, surrendered to the Niagara Parks Commission, the following were sold to:

A. Newman & Co., St. Catharines, Ont.—Track material, overhead line material, power house equipment . . . . .	\$32,621.99
International Iron & Metal Co., Hamilton, Ont.—Spare parts, rolling stock . . . . .	25.00
Revzen & Tomarin, St. Catharines, Ont.—Rolling stock, bridges and buildings . . . . .	1,694.00
Mr. Urquhart—Toilet, Power House . . . . .	10.00
Mr. Ricker—Ticket Office . . . . .	130.00
Wm. Shields—2 show cases . . . . .	50.00
Runnymede Iron & Steel Co.—Bridge . . . . .	1,625.00
Lewis Trading Co., Toronto, Ont.—Nails, angle bars, switches, frogs, track bolts and track spikes . . . . .	625.34
Mr. Dean—Clifton Incline building and showcases . . . . .	155.00
Total . . . . .	\$36,936.33

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Mr. Elgie asked the following Question (No. 105):—

1. Who is the General Manager or Superintendent of the Niagara Parks Commission, stating: (a) Date of appointment; (b) Salary; (c) Business experience and qualifications generally, for the position. 2. Was the appointment by way of promotion from members of the Commission staff. 3. Who was the predecessor of the present Superintendent or General Manager of the Niagara Parks Commission. 4. Was he dismissed or requested to resign or did he resign voluntarily, and if dismissed or requested to resign, state reasons. 5. What was his salary at date of retirement. 6. On what date did his services terminate.

The Honourable the Prime Minister replied as follows:—

1. Maxim T. Gray; (a) July 28th, 1941; (b) \$5,250.00 per year; (c) He is a Professional Engineer, Ontario, in the Civil Branch and a qualified Ontario Land

Surveyor, having 15 years of private engineering practice at Fort Erie, Ontario, and 3 years' experience as Sales Manager and Plant Manager for Canada Fire Brick, Limited, at Fort Erie, Ontario. 2. The appointment was not by way of promotion from members of the Commission staff. 3. Mr. C. Ellison Kaumeyer. 4. Mr. Kaumeyer resigned his position voluntarily. 5. His salary was \$5,250.00 per year. 6. His services terminated on July 31st, 1941.

Mr. Elgie asked the following Question (No. 108):—

1. What was the indebtedness of the Niagara Parks Commission as of March 31st, 1942, and as of December 31st, 1942, indicating: (a) Funded debt, provincially guaranteed; (b) Unfunded debt, provincially guaranteed; (c) Funded debt, not provincially guaranteed; (d) Unfunded debt, not provincially guaranteed.

The Honourable the Prime Minister replied as follows:—

	March 31st, 1942	December 31st, 1942
1. (a).....	\$3,904,409.56	\$3,773,619.56
(b).....	Nil	Nil
(c).....	Nil	Nil
(d).....	\$ 62,353.28	\$ 39,291.36

Mr. Elgie asked the following Question (No. 116):—

1. As of January 1st, 1943, how many liquor stores were in operation in Ontario. 2. On the dates mentioned in (1), how many brewers' warehouses were in operation in Ontario. 3. During the calendar year, 1942, how many liquor stores were: (a) Opened in Ontario; (b) Closed in Ontario, giving dates and location. 4. During the calendar year 1942, how many brewers' warehouses were: (a) Opened in Ontario; (b) Closed in Ontario, giving dates and locations.

The Honourable the Provincial Treasurer replied as follows:—

1. 130. 2. 118. 3. (a) None; (b) None. 4. (a) 113W—Main Street, Blenheim, January 19th, 1942; 114W—123 Brock Street, Whitby, May 11th, 1942; 115W—326 Silverthorn Avenue, North York Township, June 1st, 1942; 116W—Main Street East, Kingsville, July 20th, 1942; 117W—Main Street, Thedford, September 1st, 1942; 118W—2107 Main Street, Niagara Falls S., September 16th, 1942; 1WS—Lakeshore Road, Jackson's Point, May 30th, 1942. (b) 1WS—Lakeshore Road, Jackson's Point, September 18th, 1942.

Mr. Elgie asked the following Question (No. 119):—

1. How many authorities for the sale of Liquor in Ontario are held by persons born outside of Canada. 2. Are any authorities held by subjects of countries presently at war with Canada and, if so, give details.

The Honourable the Provincial Treasurer replied as follows:—

1. 191. 2. No.

Mr. Downer asked the following Question (No. 129):—

1. From August 1st, 1934, to December 31st, 1942, what amount has been spent by the Government or any Board or Commission of the Government, on the restoration of forts, historical sites and like works in the Counties of Lincoln and Welland, and state: (a) Name, type and location of each project; (b) Amount spent on each project; (c) Names of architects and engineers employed and amount paid each in relation to each project. 2. Are the restorations completed; if not, state details.

The Honourable the Minister of Public Works replied as follows:—

1.	(a)	(b)
Fort George	Fort	Niagara-on-the-Lake, \$304,362.11 (incl. Dominion contribution)
Navy Hall	Military storehouse	Niagara-on-the-Lake, \$ 32,547.56 (incl. Dominion contribution)
Fort Erie	Fort	Fort Erie, \$159,982.76 (incl. Dominion contribution)
Customs Building	Custom House	Niagara-on-the-Lake, \$ 5,773.87
William Lyon Mackenzie Building	House	Queenston, \$ 33,412.28

(c) Fort George—W. L. Somerville, Architect, \$13,728.73; Navy Hall—W. L. Somerville, Architect, \$1,408.63; Fort Erie—W. L. Somerville, Architect, \$7,164.64; Gordon L. Wallace, Engineer (paid by Architect); Customs Building—W. L. Somerville, Architect, \$245.19; William Lyon Mackenzie Building—Thos. H. Wiley, Architect, \$450.00; W. L. Somerville, Architect, \$1,051.64; Gordon L. Wallace, Engineer (paid by Architect, W. L. Somerville); H. H. Angus, Mechanical Engineer (paid by Architect, W. L. Somerville).

2. All completed.

Mr. Macaulay asked the following Question (No. 31):—

1. To what extent and in what way is the Government of Ontario or the Hydro-Electric Power Commission involved in the transportation system in the City of Windsor and other Municipalities along the border of Essex County from Tecumseh to Amherstburg, known as the Sandwich, Windsor and Amherstburg Railway Company. 2. Who are the shareholders of this Company or who comprise it. 3. Who are the Board of Management. 4. To whom is the Board of Management responsible. 5. Has the Company filed with the Government or the H.E.P.C. financial statements for their fiscal years of 1936 to 1942 inclusive. 6. Are said financial statements now available for examination by the Municipalities affected. 7. (a) What was the gross operating revenue of the Company in each of the years 1936 to 1942 inclusive; (b) What were the gross operating costs in each of these years prior to the setting up of reserves and payments on debt; (c) What reserves were set up in each of these years. 8. Has the Government or the H.E.P.C. made advances to this Company since the end of 1935. If so, give particulars for each year. 9. What moneys has the Government or the H.E.P.C. received from each of the Municipalities involved on account of the debentures and interest which the Government or the H.E.P.C. or other parties issued in connection with this System. Give details for each Municipality for each year. 10. What moneys has the Government or the



H.E.P.C. received direct from the management of the Company out of earnings in each of the years 1936 to 1942 inclusive. Give details for each year. 11. In event of any deficits in the operating costs of the Company, who would be responsible for the payment of the same.

The Honourable the Prime Minister replied as follows:—

1. Debenture Debt:—

- (a) Issued by the Hydro-Electric Power Commission of Ontario and guaranteed by the Province of Ontario—

4½%	Issued April 1, 1920, due April 1, 1960...	\$2,100,000.00
6%	" July 1, 1921 " July 1, 1961...	900,000.00
5%	" Sept. 1, 1923, " Sept. 1, 1943...	966,205.00
5%	" July 1, 1925, " July 1, 1945...	750,000.00
5%	" Sept. 1, 1925, " Sept. 1, 1945...	100,000.00
5%	" July 15, 1926, " July 15, 1946...	1,000,000.00
		<hr/> \$5,816,205.00

NOTE.—The Hydro-Electric Power Commission of Ontario were relieved of their financial responsibility in regard to the above bonds by Chapter 17 of 20 Geo. V., 1930.

- (b) Issued by the Sandwich, Windsor and Amherstburg Railway Company, signed by the Hydro-Electric Power Commission of Ontario as agent and guaranteed by the Province of Ontario.

4½%	Issued June 1, 1933, due June 1, 1943.....	\$1,000,000.00
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Interest:—	\$6,816,205.00
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The Province has been called upon to implement its guarantee on the above bonds as at March 31st, 1942, in the amount of. 1,036,698.23

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\$7,852,903.23

2. It is a statutory corporation without stock or shares and without shareholders. 3. Board of Management—W. H. Furlong, K.C., Chairman; Francis X. Chauvin, M.A., Vice-Chairman; C. E. Jackson. 4. Board of Management is responsible to the Ontario Municipal Board (23 Geo. V., 1933, Chapter 59, Section 32). 5. Yes, with the Ontario Municipal Board. 6. The Ontario Municipal Board, upon application of any interested municipality, may permit the same to be examined.

7. (a)	Year ended October 31, 1936.....	\$ 571,988.85
"	" " 31, 1937.....	604,110.47
"	" " 31, 1938.....	582,186.40
"	" " 31, 1939.....	635,452.03
"	" " 31, 1940.....	778,010.63
"	" " 31, 1941.....	1,070,395.38
"	" " 31, 1942.....	1,657,825.07
(b)	Year ended October 31, 1936.....	521,360.50
"	" " 31, 1937.....	547,290.07
"	" " 31, 1938.....	549,227.20
"	" " 31, 1939.....	545,187.86
"	" " 31, 1940.....	609,805.26
"	" " 31, 1941.....	823,199.19
"	" " 31, 1942.....	1,083,922.09

(c)				Sinking Fund	Renewals	Deprecia- tion
Year ended October 31, 1936.....				\$61,206.74	\$102,490.68	.....
" " " 31, 1937.....				61,206.74	102,490.68	.....
" " " 31, 1938.....				61,206.74	.....	\$ 32,959.20
" " " 31, 1939.....				.....	.....	81,467.79
" " " 31, 1940.....				.....	.....	158,205.37
" " " 31, 1941.....				.....	.....	244,196.19
" " " 31, 1942.....				.....	.....	151,002.13
				Unredeemed Tickets		Insurance
Year ended October 31, 1936.....				.....	.....	.....
" " " 31, 1937.....				.....	.....	.....
" " " 31, 1938.....				.....	.....	.....
" " " 31, 1939.....				.....	.....	\$ 2,000.00
" " " 31, 1940.....				.....	.....	10,000.00
" " " 31, 1941.....				\$3,000.00	.....	.....
" " " 31, 1942.....				4,000.00	.....	50,000.00

8. Neither the Government nor the Hydro-Electric Power Commission have made any direct advances to the Company since the end of 1935 but the Government has paid interest on the Company's bonds to the following extent—

Year ended March 31, 1936.....	\$335,712.89
" " " 31, 1937.....	329,050.26
" " " 31, 1938.....	339,430.26
" " " 31, 1939.....	333,635.13
" " " 31, 1940.....	334,465.39
" " " 31, 1941.....	333,947.63
" " " 31, 1942.....	334,312.76

9. (a) In respect to debentures—none.

- (b) In respect to Interest—

Year ended March 31, 1938—City of Windsor.....	\$722,362.57
" " " 31, 1939—City of Windsor.....	151,155.63
" " " 31, 1940—City of Windsor.....	151,155.64
" " " 31, 1941—City of Windsor... \$151,155.64	
Town of LaSalle... 9,476.01	
Town of Sandwich	
East..... 14,289.46	
	174,921.11
" " " 31, 1942—City of Windsor... \$151,155.64	
Township of Sand-	
wich West..... 1,700.45	
Town of LaSalle... 850.22	
	153,706.31

The Hydro-Electric Power Commission of Ontario has not received any monies from the Company during the years 1936 to 1942.

## 10. The Government has received as follows:—

Year ended March 31, 1936.....	Nil
“ “ “ 31, 1937.....	Nil
“ “ “ 31, 1938.....	\$114,264.83
“ “ “ 31, 1939.....	Nil
“ “ “ 31, 1940.....	Nil
“ “ “ 31, 1941.....	Nil
“ “ “ 31, 1942.....	Nil

No money has been paid to the Hydro-Electric Power Commission of Ontario in the years 1936 to 1942.

## 11. This is a matter of opinion on the interpretation of the Statutes and agreements.

The Order of the Day for resuming the Adjourned Debate on the Motion, That Mr. Speaker do now leave the Chair, and that the House resolve itself into the Committee of Supply, having been read,

The Debate was resumed, and after some time it was, on the motion of Mr. Drew,

*Ordered*, That the Debate be adjourned until to-morrow.

The House then adjourned at 5.55 p.m.

## THURSDAY, APRIL 1st, 1943

PRAYERS.

3 O'CLOCK P.M.

Mr. Fletcher, from the Standing Committee on Private Bills, presented their Fourth and Final Report which was read as follows and adopted:—

Your Committee begs to report the following Bill without amendment:—

Bill (No. 16), An Act respecting the Township of Etobicoke.

Your Committee begs to report the following Bill with certain amendments:—

Bill (No. 14), An Act respecting the City of Toronto.

In respect to Question (No. 43) regarding members of Workmen's Compensation Board, etc., Mr. Conant requested that this Question be made an Order for a Return and on motion of Mr. Murphy, seconded by Mr. Elgie,

*Ordered*, That there be laid before this House a Return showing: 1. Who are the present members of the Workmen's Compensation Board and what is the salary of each. 2. How many persons are employed by the Workmen's Compensation Board at date. 3. What persons were appointed to the staff of the Workmen's Compensation Board between February 1st, 1942, and January 31st, 1943, specifying: (a) Date of appointment; (b) Address at date of appointment; (c) Commencing salary; (d) Official title.

In respect to Question (No. 96) regarding measures taken by the Liquor Control Board re tied hotels, etc., Mr. Conant requested that the Question be made an Order for a Return and on motion of Mr. Stewart, seconded by Mr. Murphy,

*Ordered*, That there be laid before this House a Return showing: 1. What precautionary measures, if any, are taken by the Government and the Liquor Control Board in the matter of "tied" hotels and beverage rooms in order to prevent the financing of hotel operations by brewery and allied interests, contrary to The Liquor Control Act (R.S.O. 1937, c. 294, sec. 78, ss. (1) (a). 2. Where a hotel with beverage room authority is owned or operated by an incorporated company, is it the practice of the Government or the Liquor Control Board to require the filing of a properly certified list of shareholders in order to determine the financial interests involved. 3. In relation to hotels with beverage room authorities, does the Government or the Liquor Control Board require a statement from time to time disclosing the actual as well as the ostensible source of ownership. 4. Have any cases of "tied" hotels with beverage rooms been discovered by the present Government, and if so, state how many and the action taken in each instance.

Mr. Arnott asked the following Question (No. 38):—

1. From November 1st, 1933, what payments have been made in each fiscal year to the "Herald," a weekly newspaper published in North Toronto, to E. V. Donnelly of Toronto or to any firm or company in which E. V. Donnelly is owner, partner, officer or director.

The Honourable the Minister of Health and Public Welfare replied as follows:—

Purchases made from the "Herald," North Toronto:

Fiscal Year ending October 31st, 1934.....	\$ 877.75
Fiscal Period November 1st, 1934, to March 31st, 1935.....	1,497.47
Fiscal Year ending March 31st, 1936.....	2,321.58
" " " " " 1937.....	2,798.94
" " " " " 1938.....	4,451.17
" " " " " 1939.....	5,323.72
" " " " " 1940.....	4,957.50
" " " " " 1941.....	6,409.95
" " " " " 1942.....	6,401.76

NOTE: The above payments are gross and include the cost of paper in printing orders and the costs and profit of advertising agencies, where advertising has been placed.



Mr. Stewart asked the following Question (No. 60):—

1. With respect to agreements between the Government and the General Timber Company, Limited, dated March 31st, 1937, and August 4th, 1937: (a) Did the General Timber Company, Limited, construct before November 1st, 1939, a chemical pulp mill with a daily capacity of 150 tons as required by the agreement; (b) If the mill has been constructed, how many men are employed therein; (c) If the mill has not been constructed, has the period for construction been extended, and if so, give particulars. 2. If the mill has not been constructed, has the Minister given notice of default and intention to cancel the agreement, and if so, when. 3. In each fiscal year since the agreement of March 31st, 1937: (a) What kinds and quantities of pulpwood and timber have been cut by the Company on the limits covered by the agreements mentioned in (1); (b) What kinds and quantities of pulpwood and timber have been exported by the Company; (c) What amount of Crown Dues and bonus accrued to the Government by reason of the cutting mentioned in 3 (a); (d) Of the amounts mentioned in 3 (c), what sum has been paid to the Government and what is still outstanding.

The Honourable the Minister of Lands and Forests replied as follows:—

1. (a) No; (b) Answered by (a); (c) Yes. By letter of the Minister on October 1st, 1940, extending time to Fall of 1942. By Agreement of November 24th, 1942, until after the end of the present war and until six months after written notice has been given. Extensions granted owing to war conditions and Company's inability to obtain necessary materials. 2. Answered by 1 (c).

3. (a)	Spruce Logs	Jackpine Logs	Spruce Pulpwood	Balsam Pulpwood
1937-38.....	71,317 feet		29,007 cords	1,936 cords
1938-39.....	109,023 "			
1939-40.....	17,349 "		37,564 "	5,738 "
1940-41.....	84,014 "		35,732 "	9,366 "
1941-42.....	15,623 "	108,849 feet	37,024 "	13,243 "
1942-43—	Returns not yet available.			

(b) Spruce and Balsam Pulpwood—108,364 cords.

(c) \$330,989.76.

d) Amount paid—\$326,020.87. Still outstanding—\$4,968.89.

Mr. Murphy asked the following Question (No. 62):—

1. In the fiscal year ending March 31st, 1942, and in the period April 1st, 1942, to December 31st, 1942, how many cords of pulpwood were exported from the Province of Ontario, specifying: (a) Quantity cut from Crown Lands; (b) Quantity cut from other lands. 2. For each of the periods mentioned in (1) state the value of the pulpwood exported, indicating basis of valuation.

The Honourable the Minister of Lands and Forests replied as follows:—

1. (a) 1941—404,328 cords, Crown Lands; 1942—479,326 cords, Crown Lands; (b) 1941—230,970 cords—Private Lands; 1942—260,534 cords, Private Lands. 2. 1941—\$6,080,637.00; 1942—\$7,910,180.00. Private Lands—The basis of valuation is the value per cord f.o.b. the shipping point, declared by the exporter when applying to the District Forester for export clearances. Crown Lands—Same as for private lands and in addition value based on prices quoted in contracts filed with the Department, as required under export regulations.

Mr. Elgie asked the following Question (No. 68):—

1. With reference to agreements between the Government and the Pulpwood Supply Company, Limited, dated March 31st, 1937, and July 16th, 1937: (a) Did the Pulpwood Supply Company, Limited, construct a pulp plant on or near the north shore of Lake Superior having a capacity of 100 tons of pulp per day, completing same on or before October 1st, 1940; (b) If the mill has been constructed, how many men are employed therein. 2. Has the Company cut a minimum of 100,000 cords of pulpwood per annum since agreement of March 31st, 1937, was entered into. 3. In each year since March 31st, 1937, what kinds and quantities of pulpwood and timber have been cut by the Company on the limits referred to in the agreements mentioned in (1). 4. Since March 31st, 1937, what kinds and quantities of pulpwood and timber have been exported by the Company. 5. What amount of Crown Dues and bonus with respect to pulpwood and timber mentioned in (3) have accrued to the Province. 6. Of the amounts mentioned in (5), what amount has been paid and what is still outstanding.

The Honourable the Minister of Lands and Forests replied as follows:—

1. (a) No; (b) Answered by 1 (a). 2. No.

3.	Spruce Logs	Jackpine Logs	Spruce Pulpwood	Balsam Pulpwood
1937-38.....	42,803 feet	1,073 feet	1,182 cords	
1938-39.....	94,507 "		30,057 "	345 cords
1939-40.....	349,283 "	1,484 "	52,211 "	978 "
1940-41.....	507,811 "	25,877 "	74,434 "	2,315 "
1941-42.....	161,928 "		83,492 "	2,831 "

4. Spruce Pulpwood—160,250 cords; Balsam Pulpwood—2,831 cords.

5. \$425,410.93.

6. Amount paid—\$397,618.17. Still outstanding—\$27,792.76.

Mr. Elgie asked the following Question (No. 107):—

Who are the members of the Niagara Parks Commission, including: (a) Date of appointment of each; (b) Chairman, Vice-Chairman and Secretary; (c) Amount paid each in the 1940, 1941 and 1942 fiscal years by way of salary, honoraria, allowances and expenses. 2. How many persons were employed by the Com-

mission on July 1st, 1940, 1941 and 1942. 3. Who are the auditors for the Niagara Parks Commission, when were they appointed and what payments were made to them in each of the fiscal years 1940, 1941 and 1942.

The Honourable the Prime Minister replied as follows:—

1. (a) Honourable T. B. McQuesten, K.C., Hamilton—Appointed August 28th, 1934; Dr. George B. Snyder, Niagara Falls—Appointed August 28th, 1934; Ross Harstone, Hamilton—Appointed August 28th, 1934; Arthur T. Whitaker, Brantford—Appointed August 28th, 1934; Honourable W. L. Houck, Niagara Falls—Appointed October 20th, 1934; John C. M. German, K.C., Toronto—Appointed December 3rd, 1934; Donald McGillivray, Port Colborne—Appointed January 28th, 1935; Archie J. Haines, Jordan—Appointed July 24th, 1936; (b) Chairman, Hon. T. B. McQuesten, K.C.; Vice-Chairman, Dr. George B. Snyder; Secretary, Maxim T. Gray;

(c) Commissioners	1940	1941	1942	Remarks
Hon. T. B. McQuesten..	—	—	—	—
Dr. Geo. B. Snyder.....	\$100.60	\$ 58.74	—	Travelling expenses
Ross Harstone.....	65.00	81.00	\$ 30.00	Travelling expenses
Arthur T. Whitaker....	721.58	819.13	245.00	Travelling expenses and sundry expenses, attending conventions on behalf of Niagara Parks Commission.
Hon. W. L. Houck.....	89.00	201.00	140.00	Travelling expenses
J. C. M. German.....	132.09	217.56	34.40	Travelling expenses
Donald McGillivray....	—	—	52.80	Travelling expenses
Archie J. Haines.....	40.50	—	—	Travelling expenses
Maxim T. Gray.....	—	595.39	1,184.72	Living bonus, travelling and sundry expenses
Secretary and General Manager.....	—	3,528.23	5,250.00	Salary

2. July 1st, 1940—Employed 246, Temporary 6.  
 July 1st, 1941—Employed 299, Temporary 9.  
 July 1st, 1942—Employed 249, Temporary 18.

3. G. E. F. Smith Company. Appointed January 18th, 1943. Up to the fiscal year ending March 31st, 1942, the auditors for the Niagara Parks Commission were the Auditors of the Province of Ontario.

Mr. Elgie asked the following Question (No. 120):—

1. In each fiscal year since the present Government took office, what amounts have been paid and to whom, as Iron Ore Bounty. 2. In each instance mentioned in (1), state the number of tons of ore on which bounty was paid and the mines from such ore was produced.

The Honourable the Minister of Mines replied as follows:—

1. Year ended March 31st, 1940 . . . . .	\$118,705.37	to Algoma Ore Properties Ltd.
“ “ “ 31st, 1941 . . . . .	313,864.14	“ “ “ “ “
“ “ “ 31st, 1942 . . . . .	302,016.00	“ “ “ “ “
2. Year ended March 31st, 1940 . . . . .	111,485 tons . . . . .	Helen Mine
“ “ “ 31st, 1941 . . . . .	298,829 “ . . . . .	“ “
“ “ “ 31st, 1942 . . . . .	300,000 “ . . . . .	“ “

Mr. Elgie asked the following Question (No. 127):—

1. What was the total refund in each of the fiscal years 1937 to 1942, inclusive, and in the period April 1st, 1942, to January 31st, 1943, to municipalities by the Government or the Liquor Control Board with respect to liquor authorities and give particulars as to how calculated.

The Honourable the Provincial Treasurer replied as follows:—

For Fiscal Year ending March 31st, 1937 . . . . .	\$174,957.27
“ “ “ “ March 31st, 1938 . . . . .	194,524.80
“ “ “ “ March 31st, 1939 . . . . .	188,920.21
“ “ “ “ March 31st, 1940 . . . . .	223,639.75
“ “ “ “ March 31st, 1941 . . . . .	266,033.13
“ “ “ “ March 31st, 1942 . . . . .	308,844.21
From April 1st, 1942, to January 31st, 1943 . . . . .	Nil

The above amounts were due for each of the fiscal years as indicated and remitted after the close of each fiscal year. These amounts are paid in accordance with the law and are 20% of the fees received from hotel authorities.

For the fiscal year ending March 31st, 1943, payment of the required proportion of hotel authority fees will be made to the respective municipalities in which such hotels are situated after its close. It is estimated the amount will be \$350,000.00.

Mr. Arnott asked the following Question (No. 135):—

1. How many pupils were registered at the School for the Deaf at Belleville when the decision was made to loan the school to the Federal authorities. 2. Generally, what provision has been made for the training of the pupils mentioned in (1) and for others for whom training will normally be required. 3. What properties, if any, have been: (a) Leased; (b) Purchased; for the housing and care of pupils and with respect to each, state: (i) Description of property leased or purchased; (ii) Rate of rental, or purchase price; (iii) Term of lease; (iv) Name of person from whom property purchased or leased. 4. How many persons were in the employ of the school when decision was made to loan it to the Federal authorities, and what disposition was made of their services. 5. Have the rights of the school employees in all cases been fully protected as to their respective interests in the Ontario Public Service Superannuation Fund.

The Honourable the Minister of Education replied as follows:—



1. 307. 2. Residences and schools are established in Belleville for the accommodation of 201 continuing and new pupils. Day classes are established in Toronto, Hamilton, Windsor and London for the accommodation of 67 continuing and new pupils from the municipalities concerned and of five pupils sixteen years of age and over who are non-residents of the municipalities. Non-resident pupils receive 70 cents per day board money. The Boards of Education of the cities concerned provide classroom accommodation and access to vocational schools for senior pupils. The teachers are provided and paid by the School for the Deaf. Through the good offices of the National Society for the Deaf and the Hard-of-Hearing employment has been found for all the employable deaf seventeen and eighteen years of age who under normal conditions would have continued their vocational training in the School.

3. (a)		(i)	(ii)	(iii)	(iv)
Battery Building...	\$1			Period of War plus 6 months	Dom. Gov. Dept. National Defence
Rankin House.....	\$75	per month		do.	Helen Kathryne Rankin
St. Thomas Parish Hall and Rectory	\$175	"	"	do.	Wardens St. Thomas Church
Clare House.....	\$110	"	"	do.	Florence Ethel Clare
Mouck House.....	\$80	"	"	do.	Mouck Estate (Thomas Mouck, Henry Abner Mouck)
Laxier House.....	\$250	"	"	do.	Francis Stuart Lazier (in trust for son)
Conner House.....	\$75	"	"	do.	Ida Vail Conner
Bull House.....	\$60	"	"	do.	Eliza Maria Bull
3 Rooms, Bridge St.	\$80	"	"	monthly	Bridge St. United Church
United Church—Heat, Light, Janitor Service.					

3. (b) No property purchased. 4. Fifty-six permanent employees, including teachers, engineer and firemen, farmers, permanent supervisors, nurse, messenger, etc. All contribute either to the Ontario Public Service or to the Teachers' and Inspectors' Superannuation Fund. Thirty-six temporary employees, maids, supervisors, cooks, etc. All are non-contributors to the Superannuation Fund. Of the permanent staff the engineer and three firemen continued their duties at the School Plant, their salary being paid by the School subject to reimbursement by the Dominion Government. Three vocational teachers were not continued in employment, one enlisting, one going to a vocational school and one finding other occupation. Two permanent employees in the supervising class were not continued in employment, one because of unsatisfactory service and the other was transferred after an interval to the Training School for Girls at Galt, remaining three, however, for a brief period. Remaining personnel except for normal changes and replacements are still on the staff. The services of the temporary staff which is subject to great change even in normal times was as far as possible retained. 3. Yes.

Mr. Stewart asked the following Question (No. 137):—

1. What was the gross direct debt of the Province of Ontario as of March 31st, 1943, specifying: (a) Funded debt; (b) Treasury bills; (c) Savings office deposits; (d) Bank overdrafts; (e) Income liabilities; (f) Special funds; (g) Accounts payable; (h) All other items. (Where exact figures not available, give estimate and so indicate.) 2. What was the net debt of the Province of Ontario as of March 31st, 1943. 3. What was the indirect or guaranteed debt of the Province of Ontario as of March 31st, 1943.

The Honourable the Provincial Treasurer replied as follows:—

1. (a) Funded Debt—Less Sinking Funds.....	\$610,404,929.63
(b) Treasury Bills.....	43,000,000.00
(c) Savings Office Deposits (Estimated).....	35,102,268.31
(d) Bank Overdraft (Estimated).....	Nil
(e) Income Liabilities—Interest (Estimated).....	8,027,635.65
(f) Special Funds (Estimated).....	5,978,414.93
(g) Accounts Payable (Estimated).....	1,500,000.00
(h) Miscellaneous.....	7,000.00
	<hr/>
	\$704,020,248.52
2. The estimated Net Debt as of March 31st, 1943.....	\$503,274,649.01
3. The estimated Indirect or Guaranteed Debt as of March 31st, 1943.....	\$122,876,836.75

The following Bills were severally read the second time:—

Bill (No. 38), An Act to confirm Tax Sales.

Referred to the Committee on Municipal Law.

Bill (No. 47), An Act to amend The Assessment Act.

Referred to the Committee on Municipal Law.

Bill (No. 48), An Act to amend The Municipal Act.

Referred to the Committee on Municipal Law.

The Order of the Day for resuming the Adjourned Debate on the Motion that Mr. Speaker do now leave the Chair, and that the House resolve itself into the Committee of Supply, having been read,

The Debate was resumed,

And after some time, the Motion having been put, was carried on the following Division:—

## YEAS

Anderson	Fletcher	Mercer
Armstrong	Freeborn	Miller
Ballantyne	Gardhouse	Murray
Bégin	Glass	McArthur
Belanger	Gordon	McEwing
Bethune	Guthrie	McQuesten
Bradley	Habel	Newlands
Brownridge	Heenan	Nixon
Campbell	Hipel	(Brant)
(Kent, East)	Houck	Nixon
Carr	Hunter	(Temiskaming)
Conant	King	Oliver
Cooper	Kirby	Patterson
Cox	Laurier	Sinclair
Croome	Macfie	Smith
Dewan	MacKay	Strachan
Duncan		Trottier—48
Fairbank		

## NAYS

Arnott	Elgie	Macaulay
Black	Frost	Murphy
Challies	Henry	Reynolds
Doucett	Hepburn	Stewart
Drew	(Prince Edward-Lennox)	Welsh—16
Duckworth	Kennedy	

## PAIRS

Hagey	—	Acres
Dunbar	—	Dickson
Downer	—	Blakelock
Summerville	—	Cross

The House, according to Order, resolved itself into the Committee of Supply.

*(In the Committee)*

*Resolved*, That there be granted to His Majesty, for the services of the fiscal year ending March 31st, 1944, the following sums:—

133. To defray the expenses of the Office of Lieutenant-Governor..\$	10,175.00
67. To defray the expenses of the Main Office, Department of Health.....	500,550.00
68. To defray the expenses of the Maternal and Child Hygiene and Public Health Nursing, Department of Health.....	40,450.00
69. To defray the expenses of the Dental Service Branch, Department of Health.....	15,300.00

70. To defray the expenses of the Inspection of Training School for Nurses, Department of Health.....	\$ 18,700.00
71. To defray and expenses of the Epidemiology, Department of Health.....	269,050.00
72. To defray the expenses of the Venereal Diseases Branch, Department of Health.....	232,800.00
73. To defray the expenses of the Tuberculosis Prevention Branch, Department of Health.....	239,490.00
74. To defray the expenses of the Industrial Hygiene Branch, Department of Health.....	100,300.00
75. To defray the expenses of the Sanitary Engineering Branch, Department of Health.....	53,200.00
76. To defray the expenses of the Laboratory Branch, Department of Health.....	195,000.00
77. To defray and expenses of the Laboratory Division, Department of Health.....	143,750.00
78. To defray the expenses of the Hospitals—General Office, Grants, General Expenses, Ontario Hospitals, Department of Health.....	4,571,300.00
79. To defray the expenses of the Ontario Hospital, Brampton, Department of Health.....	3,900.00
80. To defray the expenses of the Ontario Hospital, Brockville, Department of Health.....	472,100.00
81. To defray the expenses of the Ontario Hospital, Cobourg, Department of Health.....	185,400.00
82. To defray the expenses of the Ontario Hospital, Fort William, Department of Health.....	75,900.00
83. To defray the expenses of the Ontario Hospital, Hamilton, Department of Health.....	577,900.00
84. To defray the expenses of the Ontario Hospital, Kingston, Department of Health.....	503,700.00
85. To defray the expenses of the Ontario Hospital, Langstaff, Department of Health.....	169,100.000
85. To defray the expenses of the Ontario Hospital, Langstaff-Concord Unit, Department of Health.....	32,500.00
87. To defray the expenses of the Ontario Hospital, London, Department of Health.....	659,500.00
88. To defray the expenses of the Ontario Hospital, New Toronto, Department of Health.....	595,700.00
89. To defray the expenses of the Orillia Hospital Schools, Department of Health.....	622,400.00
90. To defray the expenses of the Ontario Hospital, Penetanguishene, Department of Health.....	292,300.00
91. To defray the expenses of the Ontario Hospital, Toronto, Department of Health.....	504,700.00
92. To defray the expenses of the Ontario Hospital, Whitby, Department of Health.....	746,500.00
93. To defray the expenses of the Ontario Hospital, Woodstock, Department of Health.....	628,800.00
94. To defray the expenses of the Toronto Psychiatric Hospital, Department of Health.....	136,400.00



165. To defray the expenses of the Main Office, Department of Public Welfare.....	\$ 270,400.00
166. To defray the expenses of the Day Nurseries Branch, Department of Public Welfare.....	182,500.00
167. To defray the expenses of the Children's Aid Branch, Department of Public Welfare.....	209,000.00
168. To defray the expenses of the Mothers' Allowances Commission, Department of Public Welfare.....	4,100,000.00
169. To defray the expenses of the Old Age Pensions Commission, Department of Public Welfare.....	4,760,000.00
170. To defray the expenses of the Old Age Pensions Commission Branches, Department of Public Welfare.....	10,286,000.00

Mr. Speaker resumed the Chair; and Mr Patterson reported, That the Committee had come to several Resolutions; also, That the Committee had directed him to ask for leave to sit again.

*Ordered*, That the Report be received to-day.

*Resolved*, That the Committee have leave to sit again to-morrow.

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The House then adjourned at 10.45 p.m.

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## FRIDAY, APRIL 2ND, 1943

PRAYERS.

3 O'CLOCK P.M.

Mr. Carr, from the Standing Committee on Municipal Law, presented their Report, which was read as follows and adopted:—

Your Committee begs to report the following Bills with certain amendments:—

Bill (No. 38), An Act to Confirm Tax Sales.

Bill (No. 47), An Act to amend The Assessment Act.

Bill (No. 48), An Act to amend The Municipal Act.

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The following Bills were severally introduced and read the first time:—

Bill (No. 49), intituled, "An Act to Provide for Collective Bargaining."  
*Mr. Heenan.*

*Ordered*, That the Bill be read the second time on Monday next.

Bill (No. 50), intituled, "An Act to amend The Judicature Act." *Mr. Conant*.

*Ordered*, That the Bill be read the second time on Monday next.

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The following Bills were severally read the second time:—

Bill (No. 8), An Act respecting the Townships of Osgoode and Gloucester.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 11), An Act respecting the Township of East York.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 12), An Act respecting the United Counties of Stormont, Dundas and Glengarry.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 15), An Act respecting the Incorporated Synod of the Diocese of Ontario and St. Thomas Church, Belleville.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 18), An Act respecting the Town of Cornwall.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 19), An Act respecting the City of Windsor.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 7), An Act respecting the Village of Norwood.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 20), An Act respecting the United Farmers Co-Operative Company Limited.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 13), An Act respecting the City of Hamilton.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 14), An Act respecting the City of Toronto.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 16), An Act respecting the Township of Etobicoke.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 45), An Act to amend The Workmen's Compensation Act.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 22), An Act to amend The Highway Traffic Act.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 36), An Act to amend The Tile Drainage Act.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 37), An Act to amend The Municipal Drainage Aid Act.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 40), The School Law Amendment Act, 1943.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 44), An Act to amend The Venereal Diseases Prevention Act.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 46), An Act to provide for the adjustment of Loans made for Agricultural and Farming Purposes under the Provisions of The Agricultural Development Act, The Farm Loans Act and The Northern Development Act.

Referred to a Committee of the Whole House on Monday next.

Bill (No. 42), An Act to provide for Control of Waters in the Thames River.

Referred to a Committee of the Whole House Monday next.

The House resolved itself into a Committee to consider Bill (No. 43), An Act to amend The Fatal Accidents Act, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill without any amendment.

*Ordered*, That the Bill be read the third time on Monday next.

The House resolved itself into a Committee, severally to consider the following Bills:—

Bill (No. 1), An Act respecting the Town of Petrolia.

Bill (No. 3), An Act respecting the Woodstock, Thames Valley and Ingersoll Electric Railway Company.

Bill (No. 5), An Act respecting the Babies' Dispensary Guild, Hamilton.

Bill (No. 10), An Act respecting the Township of Tarentorus.

Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the several Bills without amendments.

*Ordered*, That the Bills reported be severally read the third time on Monday next.

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The House resolved itself into a Committee to consider Bill (No. 34), An Act to provide Relief to Lessors under Gas and Oil Leases, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill without any amendment.

*Ordered*, That the Bill be read the third time on Monday next.

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The House resolved itself into a Committee to consider Bill (No. 28), An Act to amend The Veterinary Science Practice Act, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill without any amendment.

*Ordered*, That the Bill be read the third time on Monday next.

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The House resolved itself into a Committee to consider Bill (No. 29), An Act to amend The Mining Act, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill without any amendment.

*Ordered*, That the Bill be read the third time on Monday next.

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The House resolved itself into a Committee to consider Bill (No. 31), An Act to amend The Power Commission Insurance Act, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill without any amendment.

*Ordered*, That the Bill be read the third time on Monday next.

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The Provincial Secretary presented to the House, by command of the Honourable the Lieutenant-Governor:—

Annual Report of The Milk Control Board of Ontario for the year ending December 31st, 1942. (*Sessional Papers No. 57.*)



Also, Annual Report of the Hospitals and Sanatoria of the Province of Ontario for the year ending December 31st, 1942. (*Sessional Papers No. 16.*)

Also, Report of the Minister of Agriculture, Ontario, for the year ending March 31st, 1942. (*Sessional Papers No. 21.*)

Also, Report of the Department of Public Works, Ontario, for twelve months ending the 31st of March, 1942. (*Sessional Papers No. 8.*)

Also, Annual Report of the Game and Fisheries Department, Ontario, for the fiscal year ended March 31st, 1942. (*Sessional Papers No. 9.*)

Also, Report of the Inspector of Legal Offices for the year ending 31st December, 1942. (*Sessional Papers No. 5.*)

Also, Copies of Orders-in-Council, 1942-1943, pertaining to the Department of Education. (*Sessional Papers No. 58.*)

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The House then adjourned at 4.20 p.m.

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MONDAY, APRIL 5TH, 1943

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PRAYERS.

3 O'CLOCK P.M.

The following Bills were severally introduced and read the first time:—

Bill (No. 51), intituled, "The Statute Law Amendment Act, 1943." *Mr. Conant.*

*Ordered,* That the Bill be read the second time to-morrow.

Bill (No. 52), intituled, "The Mortgagors' and Purchasers' Relief Act, 1943." *Mr. Conant.*

*Ordered,* That the Bill be read the second time to-morrow.

Bill (No. 53), intituled, "An Act to amend The Gasoline Handling Act." *Mr. McQuesten.*

*Ordered,* That the Bill be read the second time to-morrow.

Bill (No. 54), intituled, "An Act to amend The Gasoline Tax Act." *Mr. McQuesten.*

*Ordered,* That the Bill be read the second time to-morrow.

Bill (No. 55), intituled, "An Act to provide for the Establishment of the Ontario Cancer Treatment and Research Foundation." *Mr. Kirby.*

*Ordered,* That the Bill be read the second time to-morrow.

Mr. Stewart asked the following Question (No. 59):—

1. How many persons are employed by the Government of Ontario at the Ontario Hospital at St. Thomas, specifying: (a) Names; (b) Dates of appointments; (c) Whether permanent or temporary employees; (d) Nature of duties; (e) Salaries in each instance. 2. In each fiscal year ending March 31st, 1940, 1941 and 1942, what was the total expenditure in connection with the Ontario Hospital at St. Thomas, specifying: (a) Capital; (b) Ordinary; and giving for each period the total amount spent in salaries and wages.

The Honourable the Minister of Health replied as follows:—

1. The Ontario Hospital, St. Thomas, was leased to the Dominion Government on October 23rd, 1939, to provide a technical training centre for the Royal Canadian Air Force. In accordance with the terms of the lease, the Dominion agreed to retain certain of the hospital staff, employed in maintenance, heating and general upkeep of the buildings. These employees are initially paid by the Province and their wages are reimbursed in full by the Dominion. The Ontario Hospital Farm was not required by the Royal Canadian Air Force and when the hospital was vacated by the Department of Health on October 23rd, 1939, the Department of Public Works took over the operation of the farm. The produce is supplied to various Ontario hospitals. The following persons are employed:

	(a)	(b)	(d)	(e)
(c) Permanent:				
Thomas, F. S.....	June 1, 1922	Farm Superintendent		\$1,200.00
(c) Temporary:				
Dennis, C. H.....	April 14, 1939	Farmer		1,200.00
Somerville, C. M....	April 24, 1939	Farm Hand		960.00
Shelly, L.....	March 1, 1941	Farm Hand		900.00
Cummings, W.....	March 15, 1941	Farm Hand		780.00

2. Fiscal Year ended			Salaries and	Receipts
March 31st—	(a)	(b)	wages in-	from sale of
			cluded in	stock and
			Item (b)	produce
1940.....	\$1,697,780.42	\$208,978.86	\$109,574.23	
1941.....	Nil	21,804.26	5,559.79	\$18,211.15
1942.....	Nil	21,624.70	6,166.45	22,110.87

NOTE:—When operating as an Ontario Hospital (1939-40) the farm work was chiefly carried out by patient labour, since the hospital was leased to the Dominion the farm work has been done by hired help.

Mr. Duckworth asked the following Question (No. 84):—

1. How many patients in Ontario Hospitals are known or suspected to be suffering from tuberculosis. 2. How many of the patients mentioned in (1) are segregated: (a) In separate institutions, giving name of each institution and number of patients in each; (b) In separate buildings at Ontario Hospitals, giving location or name of such building and number of patients in each of such buildings.

The Honourable the Minister of Health replied as follows:—

1. 772. 2. (a) 589 at Woodstock T.B. Unit;

Hospital	Location or Name of Chest Observation Wards at Hospitals		Number of patients requiring segregation and investigation because of questionably active or suspect tuberculosis		
	Male	Female	Male	Female	Total
Brockville....	Chest Observation Ward, Cottage F	Chest Observation Ward, Cottage 6	10	2	12
Cobourg.....		Single Rooms, Ward 2	..	2	2
Fort William....	Single Rooms		1	..	1
Hamilton.....	Ward 18, Orchard House	Ward 21, Orchard House	7	9	16
Kingston.....	Ward 8, Main Building	Ward 3, Main Building	14	14	28
Langstaff.....	Sec. Ward B		8	..	8
London.....	Ward 2, North Building	Ward 1, North Building	10	6	16
New Toronto....	Ward G, Cottage 2	Ward F, Cottage 2	13	3	16
Orillia.....	Ward 5, Cottage C	Ward 10, Cottage K	14	7	21
Penetang.....	Single Rooms in Main Building or Criminal Insane Division, as required		3	0	3
Toronto.....	Ward 2A	Part of Cottage B	13	16	29
Whitby.....	Ward 3, Male Infirmary	Ward 4 Female Infirmary	9	21	30
Woodstock (Epileptic Unit).....	Single Rooms	Ward 4 Female Infirmary	1	0	1
			103	80	183

Mr. Elgie asked the following Question (No. 113):—

1. How many road camps are maintained for the detention of prisoners engaged in road construction and give location of each. 2. If practice of using prisoners for road construction has been discontinued give date of abandonment of practice. 3. To December 31st, 1942, what was the total expenditure in connection with road camps for prisoners, specifying: (a) Capital; (b) Ordinary. 4. In connection with prisoners road camps what was the total amount paid for: (a) Purchase of trucks, tractors and other items of machinery; (b) Machinery rentals.

The Honourable the Provincial Secretary replied as follows:—

1. Nil. 2. Prisoners left Seagram Camp for Burwash December 1st, 1941. German prisoners of war were working occasionally on the road from Espanola to Highway 17. The Department supplied the tools and supervision. The Dominion Government maintained the camp, fed and paid the war prisoners. 3. (a) Department of Provincial Secretary—\$18,439.21; Department of Highways—\$50,730.00; Total—\$69,169.21. Seagram main camp is a permanent building and can be used for other purposes; (b) Department of Provincial Secretary—\$131,184.61; Department of Highways—Nil; Total—\$131,184.61. This amount includes salaries, maintenance of prisoners and staff, repairs to buildings, etc. 4. (a) Department of Provincial Secretary—\$2,552.27; Department of Highways—\$2,878.43; Total—\$5,430.70; (b) Nil.

Mr. Stewart asked the following Question (No. 132):—

1. Is there any appeal provided from the rulings of the Chief Commissioner of the Liquor Control Board in matters coming within his jurisdiction and if so, to whom can such appeal be made. 2. If there is no official or body, to which appeal can be made, have any steps been taken by the Government with a view in setting up an organization to which appeal may legally be made, stating particulars.

The Honourable the Provincial Treasurer replied as follows:

1. No. 2. No.

Before the Orders of the Day, Mr. Speaker delivered the following Ruling:—

Before calling the Orders of the Day, I propose to give the written ruling promised by me on Friday last in connection with the motion submitted by the Honourable Member for Hastings East as follows:

“Resolved that in the opinion of this House, The Government should take immediate steps to adjust the Old Age Pension payments in accordance with the present cost of living.”

At that time I ruled that the motion could not be entertained because it undoubtedly contemplated an expenditure of public monies and such a motion must be supported by the approval of the Lieutenant-Governor.

Many precedents can be found in the Journals of this Legislature to support my ruling but I propose to quote only a few which deal with proposed motions similar to the one under consideration. It has been argued in support of such motions that they are only “abstract motions” and as such do not definitely appropriate sums from the public treasury. The fact that they are “abstract motions” has always been recognized but from the time of the first Speaker of this House down to the present the decision has always been against their admission.

During the second Session of this House after Confederation, on 14th December, 1868, a motion was made by one of the members (Mr. McDougall), to the following effect:

1. That with a view to attract immigration into this Province it is expedient to provide that on and after the first day of April, immediately subsequent to settlement on any lot, the regulations of the Government having been complied with, the locator of such lot should have the right to cut and dispose of the timber on it, free from any Government charges.

2. That the right to cut pine on timber berths during at least ten years should, subsequent to the foregoing resolution, be given to license holders, under such charges for ground rent, duty, etc., and such other provisions as may be made by the Government of this Province.



An objection was taken to this motion by the then Attorney-General (Mr. Macdonald), on the ground that it could not be entertained without the recommendation of the Lieutenant-Governor having been previously obtained, and the Hon. John Stevenson, the first Speaker of this Assembly, ruled:—

“That as timber affords revenue, no question as to the disposal of the same can be entertained without the approval of the Lieutenant-Governor having been previously obtained.”

An appeal having been made against the Speaker's ruling his decision was sustained by the House by a vote of 40 to 28.

Another motion, which in principle is practically the same as the one we are considering was presented to the House on 11th December, 1874, as follows:—

“This House, while concurring in the resolution, desires to express the opinion that so long as the policy of granting provincial aid to charitable institutions of the character of those mentioned in the schedules to ‘The Charity Aid Act of 1874’ continues, justice demands that such aid should not be confined to the institutions mentioned in the said schedules, but that it should be extended to other institutions of like character and usefulness, which have come into existence since the passing of the Act.”

On an objection being taken to the proposed motion the Speaker decided as follows:—

“That this motion seeks to commit the House to a future expenditure of public money . . . I feel bound to follow my decision of last Session upon this subject, following a decision confirmed by the House upon appeal in 1868, as to the Crown timber dues. The effect of these decisions is practically to put an end to abstract resolutions of that character, and I therefore feel bound to rule this motion out of order.”

During the Session of 1927 the member for Victoria South placed on the Order Paper the following notice of motion:—

“That in the opinion of this House the bonus to Hydro-Electric Power lines in rural areas ought to be increased to eighty per cent of their cost, and that the time has come for the formulation of a scheme for the equalization of Hydro rates to the smaller urban centres and for the formulation of a plan to finance the ever-increasing demand for power for farm purposes and for the use of the smaller urban centres.”

A question having been raised as to the status of the proposed motion, the Hon. William D. Black, Speaker of the House, on March 9th, 1927, referred to the precedents existing in the Journals and ruled as follows:—

“With such well established practice to guide me, being of the opinion, as I am, that the motion proposed by the honourable member for Victoria South is of the same character as those dealt with in the rulings quoted, I have no other course than to rule that the motion in question is out of order and cannot be admitted to discussion in this House.”

It will be seen from the foregoing that, regardless of the political complexion of the Government of the day the Speakers of the House have consistently ruled such motions out of order and have been supported by the House. That these decisions are soundly based is supported by Sir Erskine May's book on Parliamentary Procedure. In the 13th edition on page 504 he says,—

“Under the practice thus established, every motion which in any way creates a charge upon the public revenue, or upon the revenues of India, must receive the recommendation of the Crown before it can be entertained by the House.”

And on page 598 is the following,—

“The King's recommendation is signified to the Commons by a Minister of the Crown, on receiving petitions, on motions for the introduction of bills, or on the offer of other motions, involving any public expenditure or grant of money not included in the annual estimates.”

I am satisfied that the motion offered by the Honourable Member for Hastings East falls into the category of motions dealt with in the quoted decisions and I, therefore, cannot do otherwise than rule that it is out of order.

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The following Bills were severally read the third time and were passed:—

Bill (No. 43), An Act to amend The Fatal Accidents Act.

Bill (No. 1), An Act respecting the Town of Petrolia.

Bill (No. 3), An Act respecting the Woodstock, Thames Valley and Ingersoll Electric Railway Company.

Bill (No. 5), An Act respecting the Babies' Dispensary Guild, Hamilton.

Bill (No. 10), An Act respecting the Township of Tarentorus.

Bill (No. 28), An Act to amend The Veterinary Science Practice Act.

Bill (No. 29), An Act to amend The Mining Act.

Bill (No. 31), An Act to amend The Power Commission Insurance Act.

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On motion of Mr. Dewan, seconded by Mr. Conant,

*Ordered*, That this House do forthwith resolve itself into a Committee to consider a certain proposed Resolution respecting the payment of a Subsidy on Cheese and Hogs.

Mr. Conant acquainted the House that His Honour the Lieutenant-Governor,

having been informed of the subject matter of the proposed Resolution, recommends it to the consideration of the House.

The House then resolved itself into the Committee.

*(In the Committee)*

*Resolved,*

That during such periods between the 1st day of April, 1943, and the 31st day of March, 1944, as the Lieutenant-Governor in Council may prescribe, a subsidy shall be payable out of the Consolidated Revenue Fund—

- (a) to every person who produces milk in Ontario which is subsequently produced into cheese, of an amount to be fixed by the Lieutenant-Governor in Council, not exceeding two cents for each pound of cheese produced from such milk;
- (b) to every person who produces hogs in Ontario and sells them through regular trade channels to be processed, of an amount, to be fixed by the Lieutenant-Governor in Council, not exceeding \$1 for each hog so produced, sold and processed.

Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had come to a certain Resolution.

*Ordered,* That the Report be now received.

*Resolved,*

That during such periods between the 1st day of April, 1943, and the 31st day of March, 1944, as the Lieutenant-Governor in Council may prescribe, a subsidy shall be payable out of the Consolidated Revenue Fund—

- (a) to every person who produces milk in Ontario which is subsequently produced into cheese, of an amount to be fixed by the Lieutenant-Governor in Council, not exceeding two cents for each pound of cheese produced from such milk;
- (b) to every person who produces hogs in Ontario and sells them through regular trade channels to be processed, of an amount, to be fixed by the Lieutenant-Governor in Council, not exceeding \$1 for each hog so produced, sold and processed.

The Resolution having been read the second time, was agreed to, and referred to the House on Bill (No. 39).

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On motion of Mr. Dewan, seconded by Mr. Conant,

*Ordered,* That this House do forthwith resolve itself into a Committee to consider a certain proposed Resolution respecting the payment of a subsidy on sugar beets.

Mr. Conant acquainted the House that His Honour the Lieutenant-Governor, having been informed of the subject matter of the proposed Resolution, recommends it to the consideration of the House.

The House then resolved itself into the Committee.

*(In the Committee)*

*Resolved,*

That until the 31st day of March, 1944, a subsidy shall be paid out of the Consolidated Revenue Fund to every person who produces sugar beets in Ontario under contract with a person engaged in the business of processing sugar beets into sugar and sugar by-products, the amount of such subsidy to be fixed by the Lieutenant-Governor in Council at an amount not exceeding 55 cents for each ton of sugar beets.

Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had come to a certain Resolution.

*Ordered,* That the Report be now received.

*Resolved,*

That until the 31st day of March, 1944, a subsidy shall be paid out of the Consolidated Revenue Fund to every person who produces sugar beets in Ontario under contract with a person engaged in the business of processing sugar beets into sugar and sugar by-products, the amount of such subsidy to be fixed by the Lieutenant-Governor in Council at an amount not exceeding 55 cents for each ton of sugar beets.

The Resolution having been read the second time, was agreed to, and referred to the House on Bill (No. 41).

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The following Bills were severally read the second time:—

Bill (No. 9), An Act respecting the City of Sudbury.

Referred to a Committee of the Whole House to-morrow.

Bill (No. 17), An Act respecting the City of Peterborough.

Referred to a Committee of the Whole House to-morrow.

Bill (No. 33), An Act to amend The Power Commission Act.

Referred to a Committee of the Whole House to-morrow.

Bill (No. 39), The Cheese and Hog Subsidy Act, 1943.

Referred to a Committee of the Whole House to-morrow.



Bill (No. 41), The Sugar Beet Subsidy Act, 1943.

Referred to a Committee of the Whole House to-morrow.

Bill (No. 21), An Act to provide relief for Members of His Majesty's Forces in respect of certain Obligations relating to their Homes.

Referred to the Committee on Legal Bills.

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The House resolved itself into a committee, severally to consider the following Bills:—

Bill (No. 8), An Act respecting the Townships of Osgoode and Gloucester.

Bill (No. 11), An Act respecting the Township of East York.

Bill (No. 12), An Act respecting the United Counties of Stormont, Dundas and Glengarry.

Bill (No. 15), An Act respecting the Incorporated Synod of the Diocese of Ontario and St. Thomas Church, Belleville.

Bill (No. 18), An Act respecting the Town of Cornwall.

Bill (No. 19), An Act respecting the City of Windsor.

Bill (No. 7), An Act respecting the Village of Norwood.

Bill (No. 20), An Act respecting the United Farmers Co-operative Company Limited.

Bill (No. 13), An Act respecting the City of Hamilton.

Bill (No. 14), An Act respecting the City of Toronto.

Bill (No. 16), An Act respecting the Township of Etobicoke.

Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the several Bills without amendments.

*Ordered*, That the Bills reported be severally read the third time to-morrow.

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The House resolved itself into a Committee to consider Bill (No. 42), An Act to provide for Control of Waters in the Thames River, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill without any amendment.

*Ordered*, That the Bill be read the third time to-morrow.

The House resolved itself into a Committee to consider Bill (No. 30), An Act to amend The Public Hospitals Act, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill with certain amendments.

*Ordered*, That the Amendments be taken into consideration forthwith.

The Amendments, having been read the second time, were agreed to.

*Ordered*, That the Bill be read the third time to-morrow.

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The House resolved itself into a Committee to consider Bill (No. 32), An Act to amend The Mental Hospitals Act, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill without any amendment.

*Ordered*, That the Bill be read the third time to-morrow.

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The House resolved itself into a Committee to consider Bill (No. 23), An Act to amend The Public Health Act, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill with certain amendments.

*Ordered*, That the Amendments be taken into consideration forthwith.

The Amendments, having been read the second time, were agreed to.

*Ordered*, That the Bill be read the third time to-morrow.

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The House resolved itself into a Committee to consider Bill (No. 35), An Act to provide for the establishment of a Committee to consider Social Security and the Rehabilitation of Members of the Forces and Civilians, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill without any amendment.

*Ordered*, That the Bill be read the third time to-morrow.

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The House resolved itself into a Committee to consider Bill (No. 45), An Act to amend The Workmen's Compensation Act, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill with certain amendments.

*Ordered*, That the Amendments be taken into consideration forthwith.

The Amendments, having been read the second time, were agreed to.

*Ordered*, That the Bill be read the third time to-morrow.

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The House resolved itself into a Committee to consider Bill (No. 22), An Act to amend The Highway Traffic Act, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill without any amendment.

*Ordered*, That the Bill be read the third time to-morrow.

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The House resolved itself into a Committee to consider Bill (No. 36), An Act to amend The Tile Drainage Act, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill without any amendment.

*Ordered*, That the Bill be read the third time to-morrow.

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The House resolved itself into a Committee to consider Bill (No. 37), An Act to amend The Municipal Drainage Aid Act, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill without any amendment.

*Ordered*, That the Bill be read the third time to-morrow.

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The House resolved itself into a Committee to consider Bill (No. 40), The School Law Amendment Act, 1943, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill with certain amendments.

*Ordered*, That the Amendments be taken into consideration forthwith.

The Amendments, having been read the second time, were agreed to.

*Ordered*, That the Bill be read the third time to-morrow.

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The House resolved itself into a Committee to consider Bill (No. 44), An Act to amend The Venereal Diseases Prevention Act, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill without any amendment.

*Ordered*, That the Bill be read the third time to-morrow.

The House resolved itself into a Committee to consider Bill (No. 46), An Act to provide for the adjustment of Loans made for Agricultural and Farming Purposes under the Provisions of The Agricultural Development Act, The Farm Loans Act and The Northern Development Act, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report progress, and to ask for leave to sit again.

*Resolved*, That the Committee have leave to sit again to-morrow.

The House then adjourned at 6.05 p.m.

## TUESDAY, APRIL 6TH, 1943

PRAYERS.

3 O'CLOCK P.M.

Mr. Murphy asked the following Question (No. 41):—

1. How many persons were in receipt of Old Age Pensions in Ontario on: (a) March 31st, 1938; (b) March 31st, 1939; (c) March 31st, 1940; (d) March 31st, 1941; (e) March 31st, 1942; (f) January 31st, 1943. 2. How many names were (a) added and (b) dropped from the roll of Old Age Pensioners in the fiscal year ended March 31st, 1942. 3. Give the same information as requested in (1) and (2) respecting Mothers' Allowances. 4. As of March 31st, 1941, how many mothers with one child were in receipt of Mothers' Allowances.

The Honourable the Minister of Health and Public Welfare replied as follows:—

1. (a) 57,530; (b) 58,858; (c) 59,717; (d) 59,224; (e) 59,232; (f) 58,287.

2. (a) 7,816.

Reason

(b) 6,195—Death.

1,484—Other Reasons.

129—Transfers to other Provinces.

7,808

3.	Families	Children	Total
1. (a) . . . . .	11,901	26,662	38,563
(b) . . . . .	12,215	26,874	39,089
(c) . . . . .	12,139	26,340	38,479
(d) . . . . .	11,151	23,524	24,675
(e) . . . . .	10,086	21,018	31,104
(f) . . . . .	8,105	16,862	24,967



2. (a) 1,549.

Reason

(b) 1,127—No children under 16.

268—Re-marriage.

404—Self supporting.

379—Man not now incapacitated.

437—Unsatisfactory and other reasons.

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2,615

4. 4,913.

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Mr. Stewart asked the following Question (No. 46):—

1. How many persons were wards of the Children's Aid Societies on December 31st, 1942. 2. Of the wards mentioned in (1), how many were: (a) In shelters operated by the societies; (b) In foster homes; (c) Elsewhere, specifying. 3. How many shelters were being operated by the societies on December 31st, 1942. 4. In the calendar year 1942, how many of the shelters were formally inspected by department officials. 5. How many Inspectors are attached to the Department of Welfare to make formal inspection of shelters, foster homes, etc., giving names, salaries and date of appointment of each.

The Honourable the Minister of Health and Public Welfare replied as follows:—

1. 8,535. 2. (a) 337; (b) 7,388; (c) Orphanages, Sanatoria, Preventoria—378, Mental Hospitals—259, Corrective Institutions—173. 3. 26. 4. 26. 5. 3. Miss Mae Fleming—Salary \$2,400; Date of Appointment, January 1st, 1935. Mr. L. C. Ecker—Salary \$2,000; Date of Appointment, March 1st, 1935. Miss M. A. McCabe—Salary \$1,900; Date of Appointment—February 1st, 1935. EXPLANATORY NOTE:—These persons supervise and inspect the societies, but have no direct responsibility for supervising and visiting children in foster homes. This latter responsibility is that of the respective societies whose employees are appointed by each society.

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Mr. Stewart asked the following Question (No. 47):—

1. Was an investigation made into affairs surrounding the operation of the Children's Aid shelter at Kitchener and generally relating to activities of the local Children's Aid Society; if so state: (a) When was such investigation held; (b) By whom held; (c) What was the general nature of the complaints leading to the investigation; (d) What were the findings; (e) What changes, if any, resulted from the investigation.

The Honourable the Minister of Health and Public Welfare replied as follows:—

1. (a) January, 1942; (b) Provincial Superintendent; (c) A report was received by the Department that monies collected by the Society through the

Juvenile Court had been improperly dealt with; (d) It was found that there had been no intent, either on the part of the Board or the Society, to do other than carry out the responsibilities of their respective offices in the best possible manner. There was no indication that there was anything wrong with the bookkeeping system of the Society, except that there were lacking certain usual well accepted safeguards in the form of proper audits of certain funds held by the Society; (e) Complete revamping of the accounting system is in progress.

Mr. Doucett asked the following Question (No. 51):—

1. What were the assets comprising the Teachers' and Inspectors' Superannuation Fund as of January 31st, 1942, specifying: (a) Cash on hand and in banks; (b) Stocks, bonds or other securities of the Province of Ontario; (c) Due by the Province of Ontario on open account; (d) Other assets.

The Honourable the Minister of Education replied as follows:—

1. (a) Cash on hand and in banks.....	\$	582,487.73	
(b) Stocks, bonds or other securities of the Province of Ontario.		29,200,000.00	
(c) Due by Province of Ontario on open account			
Balances Receivable in instalments as Govern-			
ment's share in respect to the settlement of			
contributions previously withheld.			
Re Ottawa Separate School Board Settle-			
ment.....	\$16,281.69		
Re Sturgeon Falls Separate School Board			
Settlement.....	1,537.43		
			17,819.12
(d) Other assets—Balances Receivable in instalments			
from Separate School Boards in respect to the			
settlement of contributions previously withheld.			
Re Ottawa Separate School Board Settle-			
ment.....	\$11,497.01		
Re Sturgeon Falls Separate School Board			
Settlement.....	1,537.43		
		\$13,034.44	
City of St. Catharines Bonds.....	10,000.00		
			\$ 23,034.44

Mr. Elgie asked the following Question (No. 65):—

1. Since the present Government took office and until December 31st, 1942, in how many cases have sales proceedings been taken under the terms of The Agricultural Development Act. 2. How many of the properties against which sale proceedings were taken as referred to in (1) remained in the possession of the Government as of December 31st, 1942.

The Honourable the Minister of Agriculture replied as follows:—

1. Separate statistics are not kept for sale proceedings, but since July 11th, 1934, 2,762 farms have been taken over by quit claim deeds and sale proceedings.
2. 164 farms.

Mr. Duckworth asked the following Question (No. 87):—

1. What funds are in possession of the Government in relation to bequests to, or generally, in connection with Ontario Hospitals, specifying: (a) Name of person providing bequest; (b) Date bequest received by Government; (c) Purpose or general terms relating to bequest; (d) Extent to which terms of bequest have been carried out.

The Honourable the Provincial Treasurer replied as follows:—

(a) Donor	(b) Date Deposited with the Provincial Treasurer	Present Amount of Bequests on Deposit	(c) General Terms of Bequest	Purpose	(d) Amount Expended
Ballah, Mary E.	1935	\$1,396.45	To be expended at the discre- tion of the Minister of Health.	Benefit of Ontario Hospital, Orillia	\$1,675.35
Farewell, J. E.	1926	500.00		Benefit of Ontario Hospital, Orillia	
Ferguson, Duncan	1935	100.00		Benefit of Ontario Hospital, London	
Hall, Thomas	1935	3,837.50		Benefit of Ontario Hospital, Toronto	
Steel, Elizabeth	1940	939.65		Benefit of Ontario Hospital, Kingston	
		\$6,773.60			
Balance of Interest on Hand on the above Bequests, presently unexpended, but awaiting dis- bursement.....		792.94			
		\$7,566.54			\$1,675.35

NOTE: It has been the chief policy in the past to charge disbursements against the available Interest on Hand.

Mr. Henry asked the following Question (No. 88):—

1. To December 31st, 1942, what amount has been spent on the Ogoki diversion project by: (a) The Government of the Province of Ontario; (b) The Hydro-Electric Power Commission of Ontario.
2. What is the estimated date of completion and the estimated cost of completion of the Ogoki diversion project.
3. What water diversion for power development purposes will be allowed to the Province of Ontario or the Hydro-Electric Power Commission of Ontario by reason of the Ogoki diversion: (a) At Niagara; (b) Elsewhere than Niagara, specifying.

The Honourable the Prime Minister replied as follows:—

1. (a) Nil; (b) \$4,227,324.05.
2. Estimated date of completion, August,

1943. Estimated cost, \$1,014,750.00. 3. An amount equivalent in quantity to the water diverted from the Ogoki River, estimated as approximately 4,000 cubic feet per second average (a) is now allowed at Niagara, and (b) the St. Lawrence agreements, at present unratified, provide for the use of the same amount from the point of diversion to the easterly end of the International Rapids Section of the St. Lawrence River.

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Mr. Elgie asked the following Question (No. 112):—

1. How many defalcations have been discovered in the Department of the Provincial Secretary since the present Government took office, and what is the amount of each. 2. What loss accrued to the Province by reason of such defalcations. 3. What amounts were recovered: (a) From bonding companies or other guarantors; (b) From the officials at fault. 4. How many civil servants were dismissed by reason of such defalcations. 5. In how many cases were prosecutions initiated. 6. How many convictions resulted.

The Honourable the Provincial Secretary replied as follows:—

1. Three—\$1,523.11; \$110.00; \$12,397.05. 2. \$1,973.76. 3. (a) \$5,300.00; (b) \$6,756.40. 4. Two dismissed, one resigned. 5. Three. 6. Two.

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Mr. Henry asked the following Question (No. 134):—

1. In each fiscal year from April 1st, 1935, and in the period April 1st, 1942, to January 31st, 1943, what payments of principal and of interest, specifying, have been made under The Agricultural Development Act. 2. In each of the periods mentioned in (1) what amounts of principal and of interest, specifying, have been written off on loans under The Agricultural Development Act. 3. In each of the periods mentioned in (1), what amounts of principal and of interest, specifying, have been absorbed by sales proceedings, foreclosures or other process respecting loans under The Agricultural Development Act.

The Honourable the Provincial Treasurer replied as follows:—

1. Payments of Principal and Interest made under the Agricultural Development Act from April 1st, 1935, and period April 1st, 1942, to January 31st, 1943:

	Principal	Interest
April 1st, 1935, to March 31st, 1936.....	\$ 1,522,606.73	\$ 1,481,711.93
April 1st, 1936, to March 31st, 1937.....	1,724,659.64	1,514,844.40
April 1st, 1937, to March 31st, 1938.....	1,803,091.67	1,586,680.00
April 1st, 1938, to March 31st, 1939.....	2,191,606.62	1,471,780.90
April 1st, 1939, to March 31st, 1940.....	2,354,235.69	1,598,010.55
April 1st, 1940, to March 31st, 1941.....	2,511,516.02	1,576,453.66
April 1st, 1941, to March 31st, 1942.....	2,790,085.78	1,548,117.17
April 1st, 1942, to January 31st, 1943.....	3,017,755.94	1,420,346.01
	<hr/>	<hr/>
	\$17,915,558.09	\$12,197,944.62



2. The amounts of Principal and Interest written off on Loans under The Agricultural Development Act (by the Farmers' Creditors Arrangement Act): (NOTE: No Principal and Interest written off Loans under The Agricultural Development Act.)

	Principal	Interest
April 1st, 1935, to March 31st, 1936.....	Nil	Nil
April 1st, 1936, to March 31st, 1937.....	Nil	\$ 50,739.80
April 1st, 1937, to March 31st, 1938.....	\$ 80,125.24	283,324.77
April 1st, 1938, to March 31st, 1939.....	73,338.01	254,974.77
April 1st, 1939, to March 31st, 1940.....	72,804.96	284,405.12
April 1st, 1940, to March 31st, 1941.....	12,069.86	40,105.99
April 1st, 1941, to March 31st, 1942.....	Nil	Nil
April 1st, 1942, to January 31st, 1943.....	Nil	Nil
	<hr/> \$238,338.07	<hr/> \$913,550.45

3. The amounts of Principal and Interest absorbed by Sale Proceedings Foreclosures or other process respecting Loans under The Agricultural Development Act:

	Principal	Interest
April 1st, 1935, to March 31st, 1936.....	\$151,099.26	\$113,405.28
April 1st, 1936, to March 31st, 1937.....	318,011.80	222,178.18
April 1st, 1937, to March 31st, 1938.....	282,725.83	217,658.81
April 1st, 1938, to March 31st, 1939.....	201,342.03	238,814.45
April 1st, 1939, to March 31st, 1940.....	322,097.63	422,105.19
April 1st, 1940, to March 31st, 1941.....	217,510.32	284,686.91
April 1st, 1941, to March 31st, 1942.....	237,849.67	281,300.39
April 1st, 1942, to January 31st, 1943.....	158,006.36	160,120.76
	<hr/> \$1,888,642.90	<hr/> \$1,940,269.97

Mr. Stewart asked the following Question (No. 140):—

1. What was the total number of employees as of October 31st, 1934, and as of December 31st, 1942, at: (a) The Ontario Reformatory, Guelph; (b) The Industrial Farm, Burwash; (c) The Mercer Reformatory, Toronto.

The Honourable the Provincial Secretary replied as follows:—

1.	(a) Ontario Reformatory, Guelph	(b) Industrial Farm, Burwash	(c) Mercer Reformatory, Toronto
October 31st, 1934.....	105	98	33
December 31st, 1942.....	128	119	38

On motion of Mr. Stewart, seconded by Mr. Murphy,

*Ordered*, That there be laid before this House a Return showing: 1. For

each of the fiscal years ending March 31st, 1937, to 1942, and in the period April 1st, 1942, to December 31st, 1942, inclusive, the cutting rights granted to companies, firms or individuals as to all classes of timber and including pulpwood, poles and ties, where such cutting rights have been granted on pulpwood concessions and to others than the holders of such concessions, and specifying: (a) Name of pulp concession on which cutting rights granted; (b) To whom cutting rights granted (other than concessionaire); (c) Date of license or permit; (d) Term of license or permit; (e) Description of area affected; (f) Kinds of timber covered by license or permit; (g) Rates of Crown Dues and of bonus in each instance; (h) Arrangements with the Government as to any export privileges granted or to be granted; (i) Rate of ground rent and by whom paid or payable; (j) Rate of fire tax and by whom paid or payable; and stating in each instance particulars of any objections to the granting of such cutting rights raised by holders of the pulpwood concessions affected.

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On motion of Mr. Dunbar, seconded by Mr. Doucett,

*Ordered*, That there be laid before this House a Return showing: 1. The estimated forest area in Ontario burnt over in each of the calendar years 1941 and 1942, giving the number of acres in each forest district. 2. The estimated total quantities of timber, pulpwood, etc., destroyed and the estimated value thereof. 3. The nature of efforts made to salvage timber, pulpwood, etc., damaged by fire and specifying what part of the damaged material was required to be manufactured in Ontario and kinds and quantities for which export license was granted or undertaken to be granted.

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On motion of Mr. Murphy, seconded by Mr. Stewart,

*Ordered*, That there be laid before this House a Return showing: (a) What beverage rooms are located in the Village of Tavistock; (b) In what hotels such beverage rooms are located; (c) Who are the authority holders in each instance; (d) What complaints have been received by the Liquor Control Board, the Government of the Province of Ontario or by any member or official of the Liquor Control Board or of the Government respecting violations of the law or the regulations by authority holders at Tavistock in the matter of the sale of intoxicating liquor to minors or otherwise, giving particulars of each complaint and particulars of disciplinary action taken by the Liquor Control Board.

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On motion of Mr. Elgie, seconded by Mr. Murphy,

*Ordered*, That there be laid before this House a Return showing: 1. All letters, memoranda, reports, findings and documents of whatsoever nature in the possession of the Government or of any member or employee of the Government or of any board or commission of the Government in regard to all circumstances surrounding a fire at the Hotel Avonmore, Toronto, resulting in the deaths of several persons.

On motion of Mr. Doucett, seconded by Mr. Dunbar,

*Ordered*, That there be laid before this House a Return showing: 1. What cutting rights as to timber or pulpwood have been granted by the Government between August 1st, 1934, and December 31st, 1942, to: (a) E. E. Johnson; (b) The Johnson Sawmill Company; (c) The Great Lakes Lumber Company; (d) Any firm or company in which E. E. Johnson is a partner, director or officer. 2. With respect to the cutting rights mentioned in (1) showing: (a) To whom granted; (b) Date of each license or other authority; (c) Areas covered by each license or other authority; (d) Kinds and estimated quantities of timber and pulpwood covered by each license or other authority; (e) Rate of dues and bonus in each instance; (f) Particulars as to any renewal undertakings given by the Government. 3. Whether cutting rights in each instance were disposed of by public tender; if not, giving particulars and stating by what authority tenders were not called for. 4. Whether timber and pulpwood cut are required to be manufactured within Ontario; if the provisions of the Manufacturing Conditions of The Crown Timber Act have been or are proposed to be abrogated in whole or in part, stating particulars. 5. Stating the position of E. E. Johnson with the Great Lakes Lumber Company. 6. What sawmills or pulpmills are operated by the persons, firms or companies mentioned in (1) and stating: (a) Location; (b) Daily capacity; (c) When constructed; (d) When placed in operation. 7. With respect to the cutting rights mentioned in (1), what is the rate charged: (a) As to ground rent; (b) As to fire tax.

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On motion of Mr. Murphy, seconded by Mr. Stewart,

*Ordered*, That there be laid before this House a Return showing: 1. Particulars of all suspensions, cancellations and restorations of authorities in relation to the sale of liquor in hotels and clubs and specifying: (a) Name of hotel or club; (b) Name of authority holder; (c) Address of premises; (d) Indicating whether authority suspended or cancelled, with date of suspension or cancellation; (e) Reason for suspension or cancellation; (f) Where authority restored, giving reason for restoration, with date.

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The following Bills were severally read the third time and were passed:—

Bill (No. 8), An Act respecting the Townships of Osgoode and Gloucester.

Bill (No. 11), An Act respecting the Township of East York.

Bill (No. 12), An Act respecting the United Counties of Stormont, Dundas and Glengarry.

Bill (No. 15), An Act respecting the Incorporated Synod of the Diocese of Ontario and St. Thomas Church, Belleville.

Bill (No. 18), An Act respecting the Town of Cornwall.

Bill (No. 19), An Act respecting the City of Windsor.

Bill (No. 7), An Act respecting the Village of Norwood.

Bill (No. 20), An Act respecting the United Farmers Co-operative Company Limited.

Bill (No. 13), An Act respecting the City of Hamilton.

Bill (No. 14), An Act respecting the City of Toronto.

Bill (No. 16), An Act respecting the Township of Etobicoke.

Bill (No. 42), An Act to provide for Control of Waters in the Thames River.

Bill (No. 30), An Act to amend The Public Hospitals Act.

Bill (No. 32), An Act to amend The Mental Hospitals Act.

Bill (No. 23), An Act to amend The Public Health Act.

Bill (No. 35), An Act to provide for the establishment of a Committee to consider Social Security and the Rehabilitation of Members of the Forces and Civilians.

Bill (No. 45), An Act to amend The Workmen's Compensation Act.

Bill (No. 22), An Act to amend The Highway Traffic Act.

Bill (No. 36), An Act to amend The Tile Drainage Act.

Bill (No. 37), An Act to amend The Municipal Drainage Aid Act.

Bill (No. 40), The School Law Amendment Act, 1943.

Bill (No. 44), An Act to amend The Venereal Diseases Prevention Act.

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The Order of the Day for the Second Reading of Bill (No. 49), An Act to Provide for Collective Bargaining, having been read, and a Debate having arisen, after some time,

Mr. Frost moved in amendment, seconded by Mr. Macaulay, That this Bill be not now read a second time, but that it be referred to a Select Committee of the House to strike out and eliminate the clauses of the Bill relating to a Labour Court and to substitute therefor provisions for a Labour Relations Board with equal employer and employee representation and a Chairman appointed to represent the public interest and with appropriate powers of administration, conciliation and arbitration, and that the said Select Committee report this Bill to this Session of the Legislature in order that the Bill as amended may be considered by this House.



The Debate continued and, after some time, the amendment having been put was declared to be lost.

The motion then having been submitted was carried and the Bill was accordingly read the second time and referred to a Committee of the Whole House to-morrow.

The Order of the Day for the second reading of Bill (No. 50), An Act to amend The Judicature Act, having been read, and a debate having arisen,

After some time, the motion having been put, was carried on the following Division:—

## YEAS

Anderson	Duncan	MacKay
Armstrong	Fairbank	Mercer
Bégin	Freeborn	Miller
Belanger	Glass	McEwing
Bethune	Gordon	McQuesten
Blakelock	Guthrie	Newlands
Bradley	Habel	Nixon
Brownridge	Hagey	(Brant)
Campbell	Heenan	Nixon
(Kent, East)	Hipel	(Temiskaming)
Carr	Houck	Oliver
Conant	Hunter	Patterson
Cooper	Kirby	Sinclair
Croome	Laurier	Smith
Dewan	Macfie	Strachan
Dickson	MacGillivray	Trottier—45

## NAYS

Arnott	Duckworth	Macaulay
Challies	Frost	Murphy
Doucett	Henry	Reynolds
Drew	Kennedy	Stewart—12

And the Bill was accordingly read a second time and referred to a Committee of the Whole House to-morrow.

The House, according to Order, again resolved itself into the Committee of Supply.

(*In the Committee*)

*Resolved.* That there be granted to His Majesty, for the services of the fiscal year ending March 31st, 1944, the following sums:—

1. To defray the expenses of the Main Office, Department of Agriculture .....	\$ 461,623.75
2. To defray the expenses of the Statistics and Publication Branch, Department of Agriculture .....	14,500.00
3. To defray the expenses of the Agricultural and Horticultural Societies Branch, Department of Agriculture .....	111,320.00
4. To defray the expenses of the Live Stock Branch, Department of Agriculture .....	69,989.00
5. To defray the expenses of the Institutes Branch, Department of Agriculture .....	71,425.00
6. To defray the expenses of the Dairy Branch, Department of Agriculture .....	140,800.00
7. To defray the expenses of the Milk Control Board, Department of Agriculture .....	49,250.00
8. To defray the expenses of the Fruit Branch, Department of Agriculture .....	100,605.00
9. To defray the expenses of the Agricultural Representatives Branch, Department of Agriculture .....	340,150.00
10. To defray the expenses of the Crops, Seeds and Weeds Branch, Department of Agriculture .....	47,898.00
11. To defray the expenses of the Co-operation and Markets Branch, Department of Agriculture .....	23,450.00
12. To defray the expenses of the Kemptville Agricultural School, Department of Agriculture .....	76,519.00
13. To defray the expenses of the Ontario Veterinary College, Department of Agriculture .....	79,842.00
14. To defray the expenses of the Western Ontario Experimental Farm, Department of Agriculture .....	36,586.00
15. To defray the expenses of the Demonstration Farm, New Liskeard, Department of Agriculture .....	13,800.00
16. To defray the expenses of the Demonstration Farm, Hearst, Department of Agriculture .....	6,300.00
17. To defray the expenses of the Northern Ontario Branch, Department of Agriculture .....	29,425.00
18. To defray the expenses of the Ontario Agricultural College, Department of Agriculture .....	690,562.00
19. To defray the expenses of the Co-operation and Markets Branch, Department of Agriculture .....	25,000.00

Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had come to several Resolutions; also, That the Committee had directed him to ask for leave to sit again.

*Ordered*, That the Report be received to-day.

*Resolved*, That the Committee have leave to sit again to-morrow.

The House then adjourned at 11.30 p.m.

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WEDNESDAY, APRIL 7TH, 1943

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PRAYERS.

3 O'CLOCK P.M.

Mr. Strachan, from the Standing Committee on Legal Bills, presented the following as their Second and Final Report which was read as follows and adopted:—

Your Committee begs to report the following Bill with certain amendments:—

Bill (No. 21), An Act to provide relief for members of His Majesty's Forces in respect of certain obligations relating to their Homes.

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Mr. Henry asked the following Question (No. 89):—

1. What issue of bonds or debentures have been made by the Hydro-Electric Power Commission of Ontario since August 1st, 1934: (*a*) Date of each issue; (*b*) Amount of each issue; (*c*) Rate of interest; (*d*) Sale price; (*e*) Maturity date; (*f*) Denominations; (*g*) Purchasers; (*h*) Whether sold by tender or by private arrangement; (*i*) Whether provincially guaranteed or otherwise.

The Honourable the Prime Minister replied as follows:—

(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
1 Jan. 1955	\$10,000,000	3½%	103.127	1 Jan. 1943	\$1,000	Syndicate composed of: Dominion Securities Corp. Ltd., Wood, Gundy & Co., Ltd., Canadian Bank of Commerce, Royal Bank of Canada, A. E. Ames & Co., Ltd.	Tender	Yes
2 Mar. 1936	\$15,000,000	2½%	99.561	1 Mar. 1941	\$1,000	Syndicate composed of: Bank of Montreal, Bank of Nova Scotia, Dominion Bank, Bank of Toronto, Imperial Bank of Canada, McLeod, Young, Weir & Co., Bell, Gouinlock & Co. Ltd., Mills, Spence & Co. Ltd., McTaggart, Hannaford, Birks & Gordon Ltd., Midland Securities Corp. Ltd., Harrison & Co. Ltd., Fry & Co.	Tender	Yes
15 June 1936	\$10,000,000	2½%	98.91	15 June 1944	\$1,000	Syndicate composed of: Bank of Montreal, McLeod, Young, Weir & Co. Ltd., Mills, Spence & Co. Ltd., Bell, Gouinlock & Co. Ltd., Bank of Nova Scotia, Dominion Bank, Bank of Toronto, Imperial Bank of Canada, McTaggart, Hannaford, Birks & Gordon, Ltd., Midland Securities Corp. Ltd., Harrison & Co. Ltd., Fry & Co., Cochran, Murray & Co. Ltd.	Tender	Yes
15 Mar. 1937	\$10,000,000	1¾% 2% 2½% 2¼% 2¾%	100	15 Sept. 1937 15 Mar. 1938 15 Sept. 1938 15 Mar. 1939 12 Sept. 1939	\$500,000	Bank of Montreal	Private sale. Issued to Bank of Montreal to retire Bank loan.	Yes
1 Apr. 1937 1 Apr. 1937	\$11,000,000 8,000,000	(\$2,000,000 maturing each six months) 2½% 3½%	97.18	1 Apr. 1942 1 Apr. 1947	\$1,000 \$1,000	Syndicate composed of: Bank of Montreal, McLeod, Young, Weir & Co. Ltd., Bell, Gouinlock & Co. Ltd., Mills, Spence & Co. Ltd., Royal Securities Corp. Ltd., Bank of Nova Scotia, Dominion Bank, Imperial Bank of Canada, Bank of Toronto, McTaggart, Hannaford, Birks & Gordon, Ltd., Midland Securities Corp. Ltd., Harrison & Co. Ltd., Fry & Co., Cochran, Murray & Co. Ltd., Royal Bank of Canada, Canadian Bank of Commerce, Wood, Gundy & Co. Ltd., Dominion Securities Corp. Ltd., A. E. Ames & Co. Ltd.	Tender	Yes



(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
1 Feb. 1938	\$9,000,000	3¼%	97.56 (Callable at any time on or after 1 Feb. 1950)	1 Feb. 1953	\$1,000	Syndicate composed of: Bank of Montreal, McLeod, Young, Weir & Co. Ltd., Bell, Gouinlock & Co. Ltd., Mills, Spence & Co. Ltd., Royal Securities Corp. Ltd., Bank of Nova Scotia, Dominion Bank, Imperial Bank of Canada, Bank of Toronto, McTaggart, Hannaford, Birks & Gordon, Ltd., Midland Securities Corp. Ltd., Harrison & Co. Ltd., Fry & Co., Cochran, Murray & Co. Ltd., Matthews & Co., Hanson Bros. Inc., Royal Bank of Canada, Canadian Bank of Commerce, Wood, Gundy & Co. Ltd., Dominion Securities Corp. Ltd., A. E. Ames & Co. Ltd.	Tender	Yes
1 Aug. 1938	\$12,500,000	3%	98.00 (Callable on any interest payment date on or after 1 Aug. 1946)	1 Aug. 1948	\$1,000	Syndicate composed of: Bank of Montreal, McLeod, Young, Weir & Co. Ltd., Bell, Gouinlock & Co. Ltd., Mills, Spence & Co. Ltd., Royal Securities Corp. Ltd., Bank of Nova Scotia, Dominion Bank, Imperial Bank of Canada, Bank of Toronto, McTaggart, Hannaford, Birks & Gordon, Ltd., Midland Securities Corp. Ltd., Harrison & Co. Ltd., Fry & Co., Cochran, Murray & Co. Ltd., Matthews & Co., Hanson Bros. Inc., Royal Bank of Canada, Canadian Bank of Commerce, Wood, Gundy & Co. Ltd., Dominion Securities Corp. Ltd., A. E. Ames & Co. Ltd.	Tender	Yes
15 Feb. 1941	\$15,000,000	2½%	98.75 (\$1,875,000 maturing annually)	15 Feb. 1942/9	\$1,000	Syndicate composed of: Bank of Montreal, McLeod, Young, Weir & Co. Ltd., Bell, Gouinlock & Co. Ltd., Mills, Spence & Co. Ltd., Royal Securities Corp. Ltd., Bank of Nova Scotia, Bank of Toronto, Imperial Bank of Canada, Dominion Bank, McTaggart, Hannaford, Birks & Gordon, Ltd., Midland Securities Corp. Ltd., Matthews & Co., Cochran, Murray & Co. Ltd., Harrison & Co. Ltd., Fry & Co., Wood, Gundy & Co. Ltd., A. E. Ames & Co. Ltd., Dominion Securities Corp. Ltd., Royal Bank of Canada, Canadian Bank of Commerce, Burns Bros. & Denton Ltd., R. A. Daly Co. Ltd., Gairdner & Co. Ltd., Bartlett, Cayley & Co. Ltd., Harris, Ramsay & Co. Ltd., Brawley, Cathers & Co., Dymont, Anderson & Co., J. L. Graham & Co. Ltd., Griffiths, Norsworthy Ltd., C. H. Burgess & Co. Ltd., Flemming & Co., Collier, Norris & Henderson Ltd.	Tender	Yes

1 May 1942	\$10,000,000	$2\frac{1}{2}\%$ 3%	99.00	{ 1 May 1943/9 1 May 1950/2	\$10,000— 1943/7 \$1,000— 1948/52	Syndicate composed of: Bank of Montreal, McLeod, Young, Weir & Co. Ltd., Bell, Gouinlock & Co. Ltd., Mills, Spence & Co. Ltd., Royal Securities Corp. Ltd., Bank of Nova Scotia, Bank of Toronto, Imperial Bank of Canada, Dominion Bank, McTaggart, Hannaford, Birks & Gordon Ltd., Midland Securities Ltd., Matthews & Co., Cochran, Murray & Co. Ltd., Harrison & Co. Ltd., Fry & Co., Collier, Norris & Henderson Ltd., Wood, Gundy & Co. Ltd., A. E. Ames & Co. Ltd., Dominion Securities Corp. Ltd., R. A. Daly Co. Ltd., Harris, Ramsay & Co. Ltd., Gairdner & Co. Ltd., Bartlett, Cayley & Co. Ltd., Brawley, Cathers & Co., Dymont, Anderson & Co., J. L. Graham & Co. Ltd., Griffiths, Norsworthy Ltd., C. H. Burgess & Co. Ltd., Flemming & Co., Bank of Montreal	Yes
1 Aug. 1942	\$4,500,000 U.S.	$2\frac{1}{2}\%$ 3%	{ 99.56 U.S. (\$900,000 maturing annually)	{ 1 Aug. 1943/5 1 Aug. 1946/7	\$1,000	Private sale.	Yes
1 Jan. 1943	\$2,000,000 U.S.	$2\frac{1}{2}\%$	98.25 U.S.	1 Jan. 1948	\$1,000	Private sale.	Yes
1 Jan. 1943	\$5,000,000 U.S.	3%	97.25 U.S.	1 Jan. 1953			
			(Callable on any interest payment date on or after 1 Jan. 1951)				
1 Feb. 1943	\$2,000,000	2%	99.25	1 Feb. 1946	\$1,000	Syndicate composed of: Bank of Montreal, McLeod, Young, Weir & Co. Ltd., Bell, Gouinlock & Co. Ltd., Royal Securities Corp. Ltd., Mills, Spence & Co. Ltd., Bank of Nova Scotia, Bank of Toronto, Imperial Bank of Canada, Dominion Bank, McTaggart, Hannaford, Birks & Gordon Ltd., Midland Securities Ltd., Matthews & Co., Cochran, Murray & Co. Ltd., Fry & Co., Wood, Gundy & Co. Ltd., A. E. Ames & Co. Ltd., Dominion Securities Corp. Ltd., Royal Bank of Canada, Canadian Bank of Commerce, Burns Bros. & Denton Ltd., R. A. Daly Co. Ltd., Gairdner & Co. Ltd., Bartlett, Cayley & Co. Ltd., W. C. Harris & Co. Ltd., Brawley, Cathers & Co., Dymont Anderson & Co., J. L. Graham & Co. Ltd., Griffiths, Norsworthy Ltd., C. H. Burgess & Co. Ltd., Flemming & Co., Collier, Norris & Henderson Ltd., Harrison & Co. Ltd.	Yes
1 Feb. 1943	\$2,000,000	$2\frac{1}{2}\%$	98.875	1 Feb. 1949			
1 Feb. 1943	\$6,000,000	3%	99.00	1 Feb. 1951			

Mr. Elgie asked the following Question (No. 104):—

1. In the fiscal year ending March 31st, 1941, and 1943, how many mining claims were: (a) Staked; (b) Leased; (c) Patented. 2. In the fiscal years ending March 31st, 1941, and 1942, how many miners' licenses were issued. 3. During the fiscal years ending March 31st, 1941, and 1942, how many: (a) Leases; (b) Stakings; (c) Patents, were cancelled for non-payment of taxes, failure to perform work or other causes.

The Honourable the Minister of Mines replied as follows:—

1. In the fiscal year ending March 31st, 1941: (a) 3,933; (b) 256; (c) 555. In the fiscal year ending March 31st, 1942: (a) 4,365; (b) 148; (c) 689. 2. In the fiscal year ending March 31st, 1941, 5,001. In the fiscal year ending March 31st, 1942, 3,972. 3. During the fiscal year ending March 31st, 1941: (a) Nil; (b) 8,038; (c) Nil. During the fiscal year ending March 31st, 1942: (a) Nil; (b) 12,554; (c) 853.

Mr. Duckworth asked the following Question (No. 115):—

1. What was the total revenue of the Woods and Forests Branch of the Department of Lands and Forests in each fiscal year from April, 1935, to March 31st, 1942, and also for the period April 1st, 1942, to December 31st, 1942. 2. In each of the periods mentioned in (1) indicate the sums received as deposits in relation to timber sales and pulp concessions and included as revenue.

The Honourable the Minister of Lands and Forests replied as follows:—

1.		2.
March 31st, 1936.....	\$2,475,078.69	\$195,100.03
March 31st, 1937.....	2,809,980.47	200,719.80
March 31st, 1938.....	3,501,447.76	447,670.00
March 31st, 1939.....	3,912,072.51	80,428.90
March 31st, 1940.....	2,863,861.71	101,127.80
March 31st, 1941.....	4,153,237.20	121,525.62
March 31st, 1942.....	4,122,576.50	177,173.60
December 31st, 1942.....	4,573,025.10	77,803.46

Mr. Elgie asked the following Question (No. 121):—

1. What was the gold production for Ontario for the years 1941 and 1942: (a) In ounces; (b) In dollars, stating whether for the fiscal or for the calendar year and the per ounce value used in conversion to dollars. 2. Give the same data as requested in (1) as to: (a) Silver; (b) Platinum.

The Honourable the Minister of Mines replied as follows:—

1. In the calendar year 1941 (final figures): (a) 3,194,314; (b) \$122,981,089; average per ounce value, \$38.498. In the calendar year 1942 (preliminary

figures): (a) 2,752,618; (b) \$105,975,794; average per ounce value, \$38.50. 2. In the calendar year 1941 (final figures): Silver—(a) 4,977,491; (b) \$1,899,778; average per ounce value \$0.3817. In the calendar year 1942 (preliminary figures): (a) 3,543,744; (b) \$1,467,402; average per ounce value, \$0.4141. Platinum—Statistics on platinoid metals unavailable for the duration.

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Mr. Elgie asked the following Question (No. 126):—

1. In the calendar year 1942, how much insurance of all classes was placed by the Liquor Control Board, and state: (a) The amount placed with respect to each company; (b) The amount placed through each agent or agency, giving names and addresses; (c) The amount paid in premiums to each agent or agency.
2. What was the total amount of insurance in force as of March 31st, 1942.
3. What was the total amount of premiums paid in the calendar year 1942.

The Honourable the Provincial Treasurer replied as follows:—



(a) Names of Insurance Companies	(z) Amounts with each Company	(b) Names of Agencies	(c) Premiums	Total Premiums
General Accident Assurance Co. of Canada	Increased coverage—Burglary and Hold-Up Insurance	Jones & Proctor Bros. Ltd., Toronto, Ont.		\$ 55.47
The Workmen's Compensation Board Union Insurance Society of Canton	Complete accident coverage on all employees—Marine Insurance on Import Shipments—\$2,235,596	Direct		\$ 5,656.05
British Government War Risks Office, London, England	War Risk Insurance on shipments from United Kingdom—\$1,445,006	Romeyn & Co. Ltd., Toronto	\$74,630.48	
2. \$4,601,881.64.	Elevator Insurance.....	\$ 417.35		125,907.66
3.	Automobile Insurance.....	600.00		\$142,903.12
	Employees' Liability Bond.....	9,726.03		
	Inland Cargo Insurance.....	540.56		
	Burglary and Hold-Up.....	55.47		
	The Workmen's Compensation Board.....	5,656.05		
	Marine and War Risk Insurance on Import Shipments.....	125,907.66		
		\$142,903.12		
(a) Names of Insurance Companies	(z) Amounts with each Company	(b) Names of Agencies	(c) Premiums	Total Premiums
Dominion of Canada General Insurance	Elevator Liability—Three Year Policy—Maximum \$10,000	G. Angus German Limited, Toronto Ont.	\$110.00	
General Accident Assurance Co. of Canada	Elevator Liability—Three Year Policy—Maximum \$10,000	C. E. Thomson & Co., Hamilton, Ont.	56.10	
Guardian Insurance Company of Canada	Elevator Liability—Three Year Policy—Maximum \$25,000	M. D. Richardson, Toronto	106.75	
The Globe Indemnity Company of Canada	Elevator Liability—Three Year Policy—Maximum \$10,000	The O'Brien Agency, Fort William, Ont.	50.00	
The Ocean Accident & Guarantee Corp. Ltd.	Elevator Liability—Three Year Policy—Maximum \$10,000	Rene Lalande, Ottawa, Ont.	94.50	
Halifax Fire Insurance Company	Automobile Non-Ownership Liability—Maximum \$40,000	G. Angus German Limited, Toronto, Ont.	\$175.00	\$ 417.35
Halifax Fire Insurance Company	Automobile Fleet Insurance—Fire and Theft Maximum.....	G. Angus German Limited, Toronto, Ont.	425.00	600.00
	Public Liability.....	Toronto, Ont.		
	Collision, amount of damage less \$100			
London Guarantee & Accident Co. Limited	Employees Fidelity Bond—Three Year Policy \$1,451,000	T. W. Foran, Toronto, Ont.		\$9,726.03
The Western Assurance Company	Inland Cargo Insurance—\$2,162,355.64	Romeyn & Co. Ltd., Toronto		540.56

Mr. Downer asked the following Question (No. 130):—

1. What is the commencing salary and the maximum salary for the position of Deputy Minister of Public Works as provided in the classification of the public service. 2. What is the rate of yearly increase of salary provided in the classification. 3. Who is the present Deputy Minister of Public Works and state: (a) Date of appointment; (b) Initial salary; (c) Dates and amounts of increases; (d) Present salary.

The Honourable the Minister of Public Works replied as follows:—

1 and 2. There is no special classification for this position, nor have regular yearly increases been in effect for the past twelve years. The original classification for Deputy Ministers of a department ranged from \$4,400 to \$6,000, with increases of \$200 annually. 3. R. A. McAllister; (a) July 1st, 1937; (b) \$5,000; (c) January 1st, 1938—\$1,000; (d) \$6,000.

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Mr. Acres asked the following Question (No. 138):—

1. How many students are enrolled at: (a) The Ontario Agricultural College; (b) The Ontario Veterinary College. 2. What provision, if any, has been made to carry on the work of the Kemptville Agricultural School since the loan of the buildings to the Federal government. 3. How many members of the staff of the Ontario Agricultural College were displaced by reason of loaning part of the buildings to the Federal authorities and what disposition was made of their services. 4. Give the same information as called for in (3) as to the staff of the Kemptville Agricultural College.

The Honourable the Minister of Agriculture replied as follows:—

1. (a) Ontario Agricultural College: Regular Course, 293; 3-months' Dairy Course, 30; Other Short Courses, 599; (b) Ontario Veterinary College, 139. 2. The work of the Kemptville Agricultural School fell into two categories: (a) Teaching of the agricultural courses now discontinued. (Under present conditions students may be accommodated at the Ontario Agricultural College); (b) The extension work for Eastern Ontario. Arrangements have been made for that part of the staff remaining at Kemptville to carry on the regular extension work previously commenced and in most cases now materially expanded. 3. Ontario Agricultural College—2 carpenters, 1 painter, 1 plumber, 9 caretakers, 1 kitchen porter, 1 baker, 1 chef, 1 dishwasher, 1 laundryman. The above employees remain on the staff of the Ontario Agricultural College, but the Province is reimbursed by the Dominion authorities for their salaries. 2 stationary engineers, 6 firemen, 1 plumber, 1 electrician, 1 plumber and steamfitter, 1 labourer. The above group remain on the staff of the Ontario Agricultural College but the Province is reimbursed to the extent of sixty per cent of their salaries. Four lecturers from Macdonald Institute remain on the staff of the Ontario Agricultural College but have been loaned to the Royal Canadian Air Force for the Cooking School. Two members were transferred to the Women's Institute Branch, Parliament Buildings, Toronto. The balance of the staff of the

Ontario Agricultural College is required to carry on the regular courses. 4. Kemptville Agricultural School—Three firemen were taken over by the Department of National Defence. Home Economics—One permanent official was transferred to the Women's Institute Branch. Two temporary assistants were not required and they secured other employment. Two members of the staff joined the Active Forces, one member of the staff was transferred to the Ontario Agricultural College. The balance of the staff has been retained for the management of the farm, the operation of the Dairy School, and the carrying on of the extension work in Eastern Ontario.

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The Honourable the Prime Minister delivered to Mr. Speaker a message from the Lieutenant-Governor, signed by himself, and the said message was read by Mr. Speaker, and is as follows:—

#### ALBERT MATTHEWS

The Lieutenant-Governor transmits Supplementary Estimates of certain sums required for the services of the Province for the year ending the 31st of March, 1944, and recommends them to the Legislative Assembly.

Toronto, April 7th, 1943.

*(Sessional Papers No. 2.)*

*Ordered*, That the message of the Lieutenant-Governor, together with the Supplementary Estimates accompanying the same, be referred to the Committee of Supply.

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The following Bill was read the third time and was passed:—

Bill (No. 34), An Act to provide Relief to Lessors under Gas and Oil Leases.

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The following Bills were severally read the second time:—

Bill (No. 51), The Statute Law Amendment Act, 1943.

Referred to a Committee of the Whole House to-morrow.

Bill (No. 52), The Mortgagors' and Purchasers' Relief Act, 1943.

Referred to a Committee of the Whole House to-morrow.

Bill (No. 53), An Act to amend The Gasoline Handling Act.

Referred to a Committee of the Whole House to-morrow.

Bill (No. 54), An Act to amend The Gasoline Tax Act.

Referred to a Committee of the Whole House to-morrow.

Bill (No. 55), An Act to provide for the Establishment of the Ontario Cancer Treatment and Research Foundation.

Referred to a Committee of the Whole House to-morrow.

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The House resolved itself into a committee to consider the following Bill:—

Bill (No. 9), An Act respecting the City of Sudbury.

Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill without amendments.

*Ordered*, That the Bill be read the third time to-morrow.

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The House again resolved itself into a Committee to consider Bill (No. 46), An Act to provide for the adjustment of Loans made for Agricultural and Farming Purposes under the Provisions of The Agricultural Development Act, The Farm Loans Act and The Northern Development Act, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill without any amendment.

*Ordered*, That the Bill be read the third time to-morrow.

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The House resolved itself into a Committee to consider Bill (No. 38), An Act to confirm Tax Sales, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill without any amendment.

*Ordered*, That the Bill be read the third time to-morrow.

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The House resolved itself into a Committee to consider Bill (No. 47), An Act to amend The Assessment Act, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill with certain amendments.

*Ordered*, That the Amendments be taken into consideration forthwith.

The Amendments, having been read the second time, were agreed to.

*Ordered*, That the Bill be read the third time to-morrow.



The House resolved itself into a Committee to consider Bill (No. 48), An Act to amend The Municipal Act, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill without any amendment.

*Ordered*, That the Bill be read the third time to-morrow.

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The House resolved itself into a Committee to consider Bill (No. 33), An Act to amend The Power Commission Act, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill with certain amendments.

*Ordered*, That the Amendments be taken into consideration forthwith.

The Amendments, having been read the second time, were agreed to.

*Ordered*, That the Bill be read the third time to-morrow.

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The House resolved itself into a Committee to consider Bill (No. 39), The Cheese and Hog Subsidy Act, 1943, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill without any amendment.

*Ordered*, That the Bill be read the third time to-morrow.

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The House resolved itself into a Committee to consider Bill (No. 41), The Sugar Beet Subsidy Act, 1943, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill without any amendment.

*Ordered*, That the Bill be read the third time to-morrow.

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Mr. Frost moved, seconded by Mr. Henry,

That in the opinion of this House, every man and woman in our armed forces is entitled to a vote in any election to be held in Ontario, and that the provision of The Active Service Election Act, 1942, is inadequate to provide the free and secret franchise to which every service man or woman is entitled.

It is desirable therefore that The Active Service Election Act, 1942, be immediately referred to a Select Committee of this House with a view to reconsideration and the recommendation of necessary amendments which can be acted on at this session of the Legislature.

And a Debate having arisen, after some time, the motion having been put was declared to be lost.

The House, according to Order, again resolved itself into the Committee of Supply.

*(In the Committee)*

*Resolved*, That there be granted to His Majesty, for the services of the fiscal year ending March 31st, 1944, the following sums:—

95. To defray the expenses of the Main Office, Department of Highways.....	\$ 406,800.00
96. To defray the expenses of the Division Offices, Department of Highways.....	302,000.00
97. To defray the expenses of the Municipal Roads Branch, Department of Highways.....	60,000.00
98. To defray the expenses of the Gasoline Tax Branch, Department of Highways.....	55,000.00
99. To defray the expenses of the Miscellaneous Permits Branch, Department of Highways.....	15,000.00
100. To defray the expenses of the Motor Vehicles Branch, Department of Highways.....	130,000.00

Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had come to several Resolutions; also, That the Committee had directed him to ask for leave to sit again.

*Ordered*, That the Report be received to-day.

*Resolved*, That the Committee have leave to sit again to-morrow.

The Provincial Secretary presented to the House, by command of the Honourable the Lieutenant-Governor:—

Report on the Distribution of the Sessional Statutes from June 2nd, 1942, to March 31st, 1943, inclusive. (*Sessional Papers No. 30.*)

Also, Annual Report of The Hydro-Electric Power Commission of Ontario for fiscal year ending October 31st, 1942. (*Sessional Papers No. 26.*)

Also, Report of the Board of Governors of the University of Toronto for the year ending June 30th, 1942. (*Sessional Papers No. 12.*)

Also, Report of the Minister of Lands and Forests of the Province of Ontario for fiscal year ending March 31st, 1942. (*Sessional Papers No. 3.*)

The House then adjourned at 11.50 p.m.



The following Bill was introduced and read the first time:—

Bill (No. 56), intituled, "An Act to extend the Duration of the present Legislative Assembly." *Mr. Conant.*

*Ordered,* That the Bill be read the second time to-morrow.

Mr. Hepburn (Prince Edward-Lennox) asked the following Question (No. 72):—

1. What was the total expenditure to December 31st, 1942, on the Ontario Hospital at Brampton, specifying: (a) Capital; (b) Ordinary. 2. Who are the members of the staff at the Ontario Hospital at Brampton, giving in each instance: (a) Name; (b) Duties; (c) Date of appointment; (d) Rate of remuneration. 3. Have any buildings other than the administration building been constructed, and if so, give particulars. 4. When was the administration building completed. 5. What use, if any, is being made of the administration building. 6. What architect or architects were employed in connection with construction of the Ontario Hospital at Brampton and what payments were made to each.

The Honourable the Minister of Health replied as follows:—

1. (a) \$274,803.24; (b) \$19,270.16.

2.	(a)	(b)	(c)	(d)
McClean, C. E.	Farm hand, Group 1,	May 20, 1940	\$93.75 salary plus \$19.37	
	General Farming		cost-of-living bonus	
			per month.	
McClean, S. J.	Farm hand, Group 2,	Oct. 12, 1942	\$75.00 salary, plus \$6.25	
	General farming		cost-of-living bonus	
			per month.	

3. No. A large portion of the water mains, sewers and drains have been installed. 4. September, 1939. 5. Leased to the Dominion Government August 11th, 1941, for military purposes. The farm lands not required for military purposes are operated by the Department of Health, in conjunction with the Ontario Hospital at Concord. 6. James H. Craig, B.A.Sc., F.R.A.I.C., \$56,911.43. Fees include the services of Consulting Engineers for the preparation of plans and specifications for the mechanical work, plumbing, heating, ventilating, electrical and structural work for the complete unit consisting of: 1. Administration Building; 2. Main Hospital Building Group; 3. Kitchen, Stores and Staff Dining-room Building; 4. Covered passages and pipe trenches; 5. Disturbed Patients Group; 6. Water main systems in grounds; 7. Storm and sanitary sewer system on grounds and extension outside grounds to nearest creek; 8. Boiler House and all equipment, including distributing system for heating and electrical services to the various buildings; 9. Landscape plan of grounds.

Mr. Arnott asked the following Question (No. 90):—

1. What was the number of patients in residence at the Ontario Hospital



at London as of December 31st, 1942. 2. Have the North Building and three cottages at the Ontario Hospital at London been demolished in accordance with the terms of recommendation No. 50 of the Dr. Sam Hamilton report (Sessional Paper No. 50, 1937 Session), and if not demolished, what steps, if any, have been taken to put them in a proper state of repair.

The Honourable the Minister of Health replied as follows:—

1. 1,552. 2. No. Dr. Hamilton's report recommended the demolition of the North Building and two cottages, the third cottage having been remodelled for Nurses' Home purposes prior to this report. There is no obligation to demolish these buildings as general repairs have been made to make them satisfactory for the accommodation of patients. Alterations were made to the North and East Cottage to reduce the fire hazard by installing fire-escapes and fire exit doors and remodelling the electric wiring.

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Mr. Arnott asked the following Question (No. 91):—

1. What payments in each fiscal year from April 1st, 1936, have been made to J. L. Grant and W. Falls in connection with the Ontario Hospital at St. Thomas and specify the nature of goods supplied, work performed and services rendered. 2. What are the addresses of J. L. Grant and W. Falls.

The Honourable the Minister of Health replied as follows:—

1. Fiscal Year 1936-37—Nil; Fiscal Year 1937-38—Nil; Fiscal Year 1938-39—Nil; Fiscal Year 1939-40—\$6,174.73; Fiscal Year 1940-41—\$9,716.85; Fiscal Year 1941-42—\$10,243.46. These payments are for the purchase of steers that are wintered at the Ontario Hospital Farm and sold at current market prices in the Spring. This practice is necessary for general farm maintenance and operation. 2. Messrs. J. L. Grant and Wm. Falls, Cattle Brokers, Belmont, Ontario.

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Mr. Henry asked the following Question (No. 101):—

1. With respect to hours of flying purchased from owners of commercial aircraft during the calendar year 1942, what was: (a) Number of hours purchased from each owner; (b) Cost per hour paid each owner; (c) Total amount paid each owner.

The Honourable the Minister of Lands and Forests replied as follows:—

1. (a) Flying time is not purchased on an hourly basis but at (1) Rate per mile, plus overcharge for excess baggage; (2) Rate per square mile for aerial photography based on scale of photo obtained, depending upon height at which taken: \$2.75 per square mile when 1,300 feet equals 1 inch; Up to \$5.00 per square mile when 1,000 feet equals 1 inch. There is also a stand-by charge which is on an hourly basis. (b) See (a) above. (c) Austin Airways Limited, \$19,531.59, Canadian Airways \$1,664.79, Total \$21,196.38.

Mr. Duckworth asked the following Question (No. 109):—

1. What was the gross amount spent on the Dominion-Provincial Youth Training Plan: (a) In the fiscal year ended March 31st, 1940; (b) In the fiscal year ended March 31st, 1941; (c) In the fiscal year ended March 31st, 1942; (d) In the current fiscal year to December 31st, 1942. 2. In each of the periods mentioned in (1), what amount was refunded to the Province by the Federal Government. 3. How many persons were trained under the scheme in each of the periods mentioned in (1). 4. How many training centres are operated under the plan and where are they located. 5. What was the number of persons in training on December 31st, 1942. 6. What courses of training are given. 7. What is the average length of the training period.

The Honourable the Provincial Secretary replied as follows:—

1. (a) \$325,086.46; (b) \$1,416,814.89; (c) \$2,833,287.21; (d) \$2,344,555.05.
2. (a) \$147,927.55; (b) \$1,227,615.95; (c) \$2,475,320.41; (d) \$2,006,034.81.
3. (a) 2,913; (b) 22,567; (c) 31,635; (d) 43,618. 4. Forty. Belleville, Brantford, Brockville, Collingwood, Cornwall, Fort William, Galt, Guelph, Hamilton (4). Kingston, Kirkland Lake, Kitchener, London (2), Niagara Falls, North Bay, Oshawa, Ottawa (2), Owen Sound, Renfrew, Sault Ste. Marie, St. Catharines, St. Thomas, Sarnia, Smith's Falls, Stratford, Sudbury, Toronto (5), Timmins, Welland, Weston and Windsor. 5. 15,385.
6. (a) Pre-employment—Aircraft overhaul, aircraft production, bench work and fitting, commercial work, drafting, electrical work and radio technicians, fine instrument, industrial chemistry, machine shop practice, power sewing operating, sheet metal work, tool room improvers, welding.
- (b) Part-time classes for employed persons—Blue print reading, chemistry and metallurgy, commercial work, cutter design, drafting and design, electricity and radio, gear design, jig and fixture design, machine shop practices, mathematics, motor mechanics and internal combustion engines, time and motion study, tool engineering, welding.
- (c) Classes for the R.C.A.F.—Aircrew personnel, aero engine mechanics, air frame mechanics, clerk-stenographers, radio mechanics, wireless operators, wireless electrical mechanics.
- (d) Classes for the Navy—A.S. operators, boilermakers, coppersmiths, electrical artificers, engine room artificers, mechanics, motor operators, motor mechanics, radio artificers, shipwrights, welders, writers.
- (e) Classes for the Army—Artificers, R.C.A.F., blacksmiths, bricklayers and concreters, carpenters, clerks, cooks, draftsmen, electricians, fitter machinists, instrument mechanics, motor mechanics, plumbers, wireless and instrument mechanics (sigs.).
- (f) Classes in Plant schools (full-time)—Aircraft production, inspector, shop practices, including bench work and fitting, motor winding, plate fitting, power sewing operating, rubber products (i.e. gas masks, dinghys, etc.), sheet metal work, shop fitting, welding.

- (g) Classes in Plant schools (part-time)—Blue print reading, commercial work, electrical maintenance, industrial chemistry, machine shop practice, mathematics.
- (h) Foremanship Training—Job instructor training, job relations training, job methods training.
8. (a) Pre-employment courses—women 2 weeks to 6 weeks.  
men 8 weeks to 12 weeks.  
Special courses—up to 6 months.
- (b) Part-time classes for employed persons—no stipulated length.
- (c) Classes for the R.C.A.F.—18 weeks to 24 weeks.
- (d) Classes for the Navy—12 weeks to 52 weeks.
- (e) Classes for the Army—8 weeks to 12 weeks.
- (f) Plant schools (full-time)—2 weeks to 12 weeks.
- (g) Plant schools (part-time)—no stipulated length.
- (h) Foremanship training—five 2-hour lectures—discussions on each of the three topics.

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Mr. Elgie asked the following Question (No. 110):—

1. What is the name, address and date of appointment of each member of the Ontario Board of Parole. 2. What amount was paid each member of the Board in the 1942 fiscal year as: (a) Per diem allowance; (b) Expenses; (c) Special allowance or honorarium if any. 3. If allowances or honoraria were paid for special services, give nature of such services.

The Honourable the Provincial Secretary replied as follows:—

1. Mr. Leon J. Long, Stratford, Ont.—Appointed 1932. Col. A. F. Hatch, 71 Melrose Ave., Hamilton, Ont.—Appointed 1933. Mrs. D. Strachan, Toronto, Ont.—Appointed 1935. Mr. W. B. Common, Toronto, Ont.—Appointed 1936.

2.	(a)	(b)	(c)
	Per diem Allowance	Expenses	Special Allowances
J. F. McKinley . . . . .	\$435.00	\$807.59	Nil
R. S. Clark . . . . .	270.00	58.50	"
A. F. Hatch . . . . .	405.00	536.45	"
L. J. Long . . . . .	450.00	644.60	"
Mrs. D. Strachan . . . . .	90.00	Nil	"
W. B. Common . . . . .	Nil	203.45	"

3. Nil.

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Mr. Downer asked the following Question (No. 125):—

1. What is the name, address and date of appointment of each of the members of the Training Schools Advisory Board. 2. How many meetings of the Board were held in each of the calendar years 1940, 1941 and 1942. 3. Who are the Chairman, the Vice-Chairman and the Secretary. 4. Who are the representatives, if any, of the Rotary and Kiwanis Clubs. 5. In each of the fiscal years 1940, 1941 and 1942, what was the average pupil population at: (a) The Boys' School, Bowmanville; (b) The Girls' School, Galt.

The Honourable the Provincial Secretary replied as follows:—

1. Mr. George Hambly, c/o Hambly & Wilson, 79 Wellington St. W., Toronto, Ont.—Appointed 1935. Mrs. William West, 7 Clarendon Ave., Toronto, Ont.—Appointed 1940. Dr. E. P. Lewis, Director, Out-Patient Dept., Toronto Psychiatric Hospital, Toronto, Ont.—Appointed 1936. Mr. Charles D. Gordon, 44 Walmer Rd., Toronto, Ont.—Appointed 1940. Dr. John M. Bennett, 47 Browning Ave., Toronto, Ont.—Appointed 1942. 2. Calendar Year 1940—53 meetings; Calendar Year 1941—51 meetings; Calendar Year 1942—51 meetings. 3. Chairman, Mr. George Hambly; Vice-Chairman, Nil; Secretary, Miss Ethel Carr. 4. None.

5.		(a)		(b)	
		In School	On Parole	In School	On Parole
Fiscal Year 1940	.....	180	471	87	161
"	" 1941	167	524	101	202
"	" 1942	92	602	98	232

Mr. Acres asked the following Question (No. 136):—

1. In which of the Ontario Hospitals is the showing of motion pictures with sound a regular recreational feature, specifying such hospitals. 2. In which of the Ontario Hospitals is the showing of motion pictures with sound not a part of the regular recreational programme.

The Honourable the Minister of Health replied as follows:—

1. Brockville, Cobourg, Hamilton, Kingston, Langstaff, London, New Toronto, Orillia, Penetanguishene, Toronto, Woodstock. 2. Fort William, Whitby, Psychiatric.

In respect to Question (No. 123) regarding refusal of Ontario Municipal Board of request by municipalities to issue debentures, etc.,

Mr. Conant requested that this Question be made an Order for a Return and on motion of Mr. Elgie, seconded by Mr. Murphy, it was

*Ordered*, That there be laid before this House a Return showing: 1. Since the present Government took office what municipal requests to issue debentures or other securities in relation to borrowings have been refused by the Ontario Municipal Board, specifying: (a) Name of municipality; (b) Amount of proposed issue in each instance; (c) Purpose of proposed borrowing in each instance;



(d) Date of each application; (e) Reason for refusal to permit issue of debentures or other securities.

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The following Bills were severally read the third time and were passed:—

Bill (No. 9), An Act respecting the City of Sudbury.

Bill (No. 46), An Act to provide for the adjustment of Loans made for Agricultural and Farming Purposes under the Provisions of The Agricultural Development Act, The Farm Loans Act and The Northern Development Act.

Bill (No. 38), An Act to Confirm Tax Sales.

Bill (No. 47), An Act to amend The Assessment Act.

Bill (No. 48), An Act to amend The Municipal Act.

Bill (No. 33), An Act to amend The Power Commission Act.

Bill (No. 39), The Cheese and Hog Subsidy Act, 1943.

Bill (No. 41), The Sugar Beet Subsidy Act, 1943.

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The Order of the Day for the House to go into Committee on Bill (No. 17), An Act respecting the City of Peterborough, having been read, it was, on the motion of Mr. Frost,

*Ordered*, That the Order be discharged and the Bill withdrawn, and that the fees less the actual cost of printing be remitted on the ground that the object of this Bill has been met by an amendment to The Municipal Act of the present Session.

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The House resolved itself into a Committee to consider Bill (No. 49), An Act to Provide for Collective Bargaining, and after some time, Mr. Macaulay moved, seconded by Mr. Frost, that clause (d) of Section 1 of the Act be struck out and the following substituted therefor:—

“Board shall mean a Labour Relations Board with equal employer and employee representations and a chairman to represent the public interest.”

Mr. Patterson, Chairman of the Committee of the Whole House, ruled that the motion was essentially the same as the one defeated by the House on April 6th on the occasion of the Second Reading of the Bill and could not be considered.

On an appeal against the Chairman's ruling he referred the question to Mr. Speaker who upheld the Chairman's ruling.

On an appeal against Mr. Speaker's ruling he was sustained on the following Division:—

## YEAS

Anderson	Dickson	MacKay
Armstrong	Duncan	Mercer
Baker	Fairbank	Miller
Ballantyne	Fletcher	Murray
Bégin	Freeborn	McArthur
Belanger	Gordon	McQuesten
Bethune	Guthrie	Newlands
Blakelock	Habel	Nixon
Bradley	Hagey	(Brant)
Campbell	Heenan	Nixon
(Kent, East)	Houck	(Temiskaming)
Carr	Hunter	Oliver
Cholette	King	Patterson
Conant	Kirby	Sinclair
Cooper	Laurier	Smith
Croome	Macfie	Strachan
Cross	MacGillivray	Trottier—49
Dewan		

## NAYS

Acres	Duckworth	Kennedy
Arnott	Elgie	Macaulay
Black	Frost	Murphy
Challies	Henry	Reynolds
Doucett	Hepburn	Stewart
Downer	(Prince Edward-Lennox)	Welsh—18
Drew		

The House resolved itself into a Committee to consider Bill (No. 49), An Act to Provide for Collective Bargaining, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report progress, and to ask for leave to sit again.

*Resolved*, That the Committee have leave to sit again to-morrow.

The House, according to Order, again resolved itself into the Committee of Supply.

*(In the Committee)*

*Resolved*, That there be granted to His Majesty, for the services of the fiscal year ending March 31st, 1944, the following sums:—

20. To defray the expenses of the Main Office, Attorney-General's Department.....	\$ 316,120.00
21. To defray the expenses of the Supreme Court, Attorney-General's Department.....	87,700.00
22. To defray the expenses of the Shorthand Reporters, Attorney-General's Department.....	34,250.00

23. To defray the expenses of the Toronto and York Crown Attorney's Office, Attorney-General's Department.....	\$ 27,500.00
24. To defray the expenses of the Land Titles Office, Attorney-General's Department.....	25,300.00
25. To defray the expenses of the Drainage Referees, Attorney-General's Department.....	2,550.00
26. To defray the expenses of the Criminal Justice Accounts, Attorney-General's Department.....	931,900.00
27. To defray the expenses of the Public Trustee's Office, Attorney-General's Department.....	122,600.00
28. To defray the expenses of the Official Guardian's Office, Attorney-General's Department.....	37,600.00
29. To defray the expenses of the Accountant's Office, Supreme Court of Ontario, Attorney-General's Department.....	23,070.00
30. To defray the expenses of the Fire Marshal's Office, Attorney-General's Department.....	57,575.00
31. To defray the expenses of the Inspector of Legal Offices, Attorney-General's Department.....	96,800.00
32. To defray the expenses of the Law Enforcement Branch (Provincial Police), Attorney-General's Department.....	1,213,900.00
33. To defray the expenses of the Ontario Securities Commission, Attorney-General's Department.....	68,500.00
143. To defray the expenses of the Main Office, Department of Prime Minister.....	26,500.00
144. To defray the expenses of the Executive Council Office, Department of Prime Minister.....	12,000.00
145. To defray the expenses of the Travel and Publicity Bureau, Department of Prime Minister.....	45,700.00
146. To defray the expenses of the Civil Service Commissioner's Office, Department of Prime Minister.....	14,400.00
147. To defray the expenses of the Office of King's Printer, Department of Prime Minister.....	32,600.00
148. To defray the expenses of the Office of Controller of Finance, Department of Prime Minister.....	11,910.00
58. To defray the expenses of the Main Office, Department of Game and Fisheries.....	115,100.00
59. To defray the expenses of the Districts, Department of Game and Fisheries.....	219,500.00
60. To defray the expenses of the Game Animals and Birds, Department of Game and Fisheries.....	15,000.00
61. To defray the expenses of the Macdiarmid, Department of Game and Fisheries.....	3,000.00
62. To defray the expenses of the Biological and Fish Culture Branch, Department of Game and Fisheries.....	227,225.00
63. To defray the expenses of the Grants, Department of Game and Fisheries.....	5,400.00
64. To defray the expenses of the Wolf Bounty, Department of Game and Fisheries.....	40,000.00
65. To defray the expenses of the Bear Bounty, Department of Game and Fisheries.....	5,000.00
66. To defray the expenses of the Main Office, Department of Game and Fisheries.....	6,000.00

101. To defray the expenses of the Main Office, Department of Insurance.....	\$ 64,100.00
171. To defray the expenses of the Main Office, Department of Public Works.....	152,000.00
172. To defray the expenses of the General Superintendence, Department of Public Works.....	19,800.00
173. To defray the expenses of the Lieutenant-Governor Apartments, Department of Public Works.....	3,800.00
174. To defray the expenses of the Legislative and Departmental Department of Public Works.....	425,900.00
175. To defray the expenses of the Osgoode Hall, Department of Public Works.....	38,000.00
176. To defray the expenses of the Educational Buildings, Department of Public Works.....	7,400.00
177. To defray the expenses of the Agricultural Buildings, Department of Public Works.....	6,100.00
178. To defray the expenses of the Training Schools, Department of Public Works.....	500.00
179. To defray the expenses of the District Buildings, Department of Public Works.....	14,425.00
180. To defray the expenses of the Ontario Hospitals, Department of Public Works.....	42,000.00
181. To defray the expenses of the Ontario Reformatory, Department of Public Works.....	475.00
182. To defray the expenses of the Public Works, Department of Public Works.....	15,000.00
183. To defray the expenses of the Ontario Government Office Building, Kingston, Department of Public Works.....	4,300.00
184. To defray the expenses of the Miscellaneous, Department of Public Works.....	12,000.00
185. To defray the expenses of the Ontario Hospitals, Department of Public Works.....	25,000.00
186. To defray the expenses of the Ontario Reformatories, Department of Public Works.....	2,000.00
187. To defray the expenses of the District Buildings, Department of Public Works.....	17,000.00
188. To defray the expenses of the Fish Hatcheries, Department of Public Works.....	1,000.00
189. To defray the expenses of the Agricultural Buildings, Department of Public Works.....	2,000.00
190. To defray the expenses of the Public Works, Department of Public Works.....	17,500.00
191. To defray the expenses of the Miscellaneous, Department of Public Works.....	61,000.00
141. To defray the expenses of the Main Office, Department of Municipal Affairs.....	88,819.00
142. To defray the expenses of the Ontario Municipal Board, Department of Municipal Affairs.....	26,528.00
149. To defray the expenses of the Provincial Auditor's Office....	120,000.00
159. To defray the expenses of the Main Office, Department of Provincial Treasurer.....	128,400.00



160.	To defray the expenses of the Office of Budget Committee, Department of Provincial Treasurer.....	\$ 8,000.00
161.	To defray the expenses of the Motion Picture Censorship and Theatre Inspection Branch, Department of Provincial Treasurer.....	39,000.00
162.	To defray the expenses of the Controller of Revenue Branch, Department of Provincial Treasurer.....	230,000.00
163.	To defray the expenses of the Post Office, Department of Provincial Treasurer.....	174,792.00
164.	To defray the expenses of the Main Office, Department of Provincial Treasurer.....	800,000.00

Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had come to several Resolutions; also, That the Committee had directed him to ask for leave to sit again.

*Ordered*, That the Report be received to-day.

*Resolved*, That the Committee have leave to sit again to-morrow.

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The Provincial Secretary presented to the House, by command of the Honourable the Lieutenant-Governor:—

Return to an Order of the House, dated April 1st, 1943, That there be laid before this House a Return showing: 1. Who are the present members of the Workmen's Compensation Board and what is the salary of each. 2. How many persons are employed by the Workmen's Compensation Board at date. 3. What persons were appointed to the staff of the Workmen's Compensation Board between February 1st, 1942, and January 31st, 1943, specifying: (a) Date of appointment; (b) Address at date of appointment; (c) Commencing salary; (d) Official title. (*Sessional Papers No. 59.*)

Return to an Order of the House dated April 1st, 1943, That there be laid before this House a Return showing: 1. What precautionary measures, if any, are taken by the Government and the Liquor Control Board in the matter of "tied" hotels and beverage rooms in order to prevent the financing of hotel operations by brewery and allied interests, contrary to The Liquor Control Act (R.S.O. 1937, c. 294, sec. 78, ss. (1) (a). 2. Where a hotel with beverage room authority is owned or operated by an incorporated company, is it the practice of the Government or the Liquor Control Board to require the filing of a properly certified list of shareholders in order to determine the financial interests involved. 3. In relation to hotels with beverage room authorities, does the Government or the Liquor Control Board require a statement from time to time disclosing the actual as well as the ostensible source of ownership. 4. Have any cases of "tied" hotels with beverage rooms been discovered by the present Government, and if so, state how many and the action taken in each instance. (*Sessional Papers No. 60.*)

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The House then adjourned at 11.05 p.m.

FRIDAY, APRIL 9TH, 1943

PRAYERS.

3 O'CLOCK P.M.

Mr. Challies asked the following Question (No. 24):—

1. Has any electric power purchased from the Quebec Power Companies been sold back to any of the companies. If so, give particulars as to (a) Name or names of companies; (b) Quantities of power; (c) Price, to date since January 1st, 1933.

The Honourable the Prime Minister replied as follows—

1. Yes. (a) Gatineau Power Company; (b) Number of kilowatt-hours per calendar year:

Calendar Year	Gatineau Power Company
1938 .....	11,488,971 kwh.
1939 .....	10,265,600 "
1940 .....	0 "
1941 .....	0 "
1942 .....	0 "

(c) Price per kilowatt-hour—Gatineau Power Company, 0.75 mills.

Mr. Stewart asked the following Question (No. 48):—

1. How many persons were employed by the Province in relief administration on January 31st in each year from 1932 to 1943. 2. What was the total number of employees in the Department of Public Welfare (or the branch succeeding the Department) in: (a) The inside service; (b) The outside service, on January 31st, 1943. 3. How many persons in Ontario were on direct relief on January 31st, in each year from 1931 to 1943. 4. Since April 1st, 1941, by provincial fiscal years, what payments, if any, have been made in the Province of Ontario by the Dominion of Canada with respect to: (a) Direct relief; (b) Relief works. 5. For the fiscal year 1942 and for the period April 1st, 1942, to December 31st, 1942, what payments have been made by the Government of the Province of Ontario to municipalities for: (a) Direct relief; (b) In aid of relief works. 6. For the period mentioned in (5) what amounts have been expended by the Province in territory without municipal organization with respect to: (a) Direct relief; (b) Relief works.

The Honourable the Minister of Health and Public Welfare replied as follows:—

1. January 31st, 1932—7; January 31st, 1933—49; January 31st, 1934—105; January 31st, 1935—186; January 31st, 1936—104; January 31st, 1937—93; January 31st, 1938—85; January 31st, 1939—82; January 31st, 1940—83; January 31st, 1941—71; January 31st, 1942—38; January 31st, 1943—32.

2. (a) 113; (b) 99. 3. January 31st, 1931—No record; January 31st, 1932—No record; January 31st, 1933—429,395; January 31st, 1934—432,303; January 31st, 1935—426,915; January 31st, 1936—431,715; January 31st, 1937—340,498; January 31st, 1938—253,449; January 31st, 1939—298,589; January 31st, 1940—212,459; January 31st, 1941—75,195; January 31st, 1942—33,619; January 31st, 1943—19,000 (approximate). 4. (a) None; (b) No knowledge. 5. Fiscal Year 1941-42: (a) \$2,984,315.66; (b) None. Period April 1st, 1942, to December 31st, 1942: (a) \$1,031,602.59; (b) None. 6. Fiscal Year 1941-42: (a) \$152,385.29; (b) None. Period April 1st, 1942, to December 31st, 1942: (a) \$88,303.77; (b) None.

Mr. Downer asked the following Question (No. 124):—

In each of the fiscal years 1937 to 1942, inclusive, and in the period April 1st, 1942, to January 31st, 1943, how many inmates have escaped from: (a) The common and district gaols of Ontario; (b) The reformatories, industrial farms and prison road camps of Ontario. 2. What disciplinary measures, if any, have been taken against officials who have been found negligent in relation to escapes. 3. Of the inmates who escaped, how many have been recaptured. 4. Of the inmates who escaped and who were recaptured, how many were charged and placed on trial for escaping from lawful custody.

The Honourable the Provincial Secretary replied as follows:—

	(a)	(b)
1. Fiscal Year 1937.....	12	58
"    "    1938.....	4	41
"    "    1939.....	12	44
"    "    1940.....	7	39
"    "    1941.....	8	51
"    "    1942.....	12	50
April 1st, 1942, to January 31st, 1943.....	21	33
Totals.....	76	316
Grand Total.....		392

2. In all cases where officers were found negligent, disciplinary measures were taken, some being dismissed, others suspended, fined, reprimanded and warned, or given extra duty.

3. Gaols.....	71
Reformatories, Industrial Farms and Prison Road Camps.....	309
Total.....	380
4. Gaols.....	57
Reformatories, Industrial Farms and Prison Road Camps.....	90
Totals.....	147

Mr. Downer asked the following Question (No. 128):—

1. What public buildings and other public works are under construction by the Government (exclusive of King's Highways and other roads), stating in each case: (a) Description, location and purpose of each project; (b) Estimated total cost of each project; (c) Probable date of completion of each project.

The Honourable the Minister of Public Works replied as follows:—

1. (a) Alterations to building at Cobalt, including installation of equipment to provide accommodation for the Temiskaming Testing Laboratories, operated by the Department of Mines. The original plant was destroyed by fire in 1941 and on account of the demand for cobalt for war purposes, the replacement of this laboratory is necessary; (b) \$90,000.00; (c) June 1st, 1943.

By Highways Department:

1.	(a)		(b)	(c)
Bus Terminal	Alterations	Nia. Falls	\$ 3,000.00 (est.)	June 1, 1943
Store	Completion of bldg.	Nia. Falls	25,000.00 "	June 1, 1943
Storage bldg.	Storing equipment	Stratford	7,000.00 "	May 15, 1943
Storage shed	Storing equipment	Emo	4,900.00 "	May 1, 1943

Mr. Duckworth asked the following Question (No. 142):—

1. How many individual rural hydro installations were made: (a) In the 1938 fiscal year; (b) In the 1939 fiscal year; (c) In the 1940 fiscal year; (d) In the 1941 fiscal year; (e) In the 1942 fiscal year; (f) From April 1st, 1942, to December 31st, 1942. 2. Generally, what are the present restrictions in relation to new installations for farmers and other rural dwellers and what is the necessity for such restrictions.

The Honourable the Prime Minister replied as follows:—

1. (a) 15,335; (b) 14,112; (c) 10,837; (d) 8,896; (e) 3,265; (f) 1,626. 2. All new services to farmers and other rural dwellers have been restricted by the Dominion Power Controller and Dominion Metals Controller because it is impossible to get certain materials for the fabrication of equipment, much of which is purchased by the United States and is subject to United States control. The controllers have approved service to government projects and certain special applicants in arrears adjacent to munitions plants and military establishments, in order to relieve the housing situation. The restrictions of the Dominion Government authorities have now been amended to permit service to farmers "where electrical service would materially increase the production of foods which are in short supply and to prevent the serious diminution of such production," provided the length of such service does not exceed 600 feet.

Mr. Downer asked the following Question (No. 149):—

1. How many persons were in receipt of Old Age Pensions in Ontario on: (a) March 31st, 1938; (b) March 31st, 1939; (c) March 31st, 1940; (d) March



31st, 1941; (e) March 31st, 1942; (f) January 31st, 1943. 2. How many names were (a) added, and (b) dropped from the roll of Old Age Pensioners in the fiscal year ended March 31st, 1942. 3. Give the same information as requested in (1) and (2) respecting Mothers' Allowances. 4. As of March 31st, 1941, how many mothers with one child were in receipt of Mothers' Allowances.

The Honourable the Minister of Health and Public Welfare replied as follows:—

This information has already been given in reply to Question 41. See Votes and Proceedings, April 6th.

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Mr. Downer asked the following Question (No. 151):—

1. What was the total cost of the cut stone used in the construction of the Ontario Hospital at St. Thomas, specifying the amount paid to each contractor supplying same.

The Honourable the Minister of Public Works replied as follows:—

1. For six pavilions Pigott Construction Company, \$255,204.00. The cost of the cut stone for all other buildings was included in the lump sum tenders for general trades and these figures are not available.

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Mr. Downer asked the following Question (No. 153):—

1. To December 31st, 1942, what was the total amount expended on the Ontario Hospital at St. Thomas, specifying: (a) Capital expenditure; (b) Ordinary expenditure.

The Honourable the Minister of Health replied as follows:—

1. (a) \$6,199,827.35; (b) \$272,298.56.

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Mr. Downer asked the following Question (No. 154):—

1. How many persons were wards of the Children's Aid Societies on December 31st, 1942. 2. Of the wards mentioned in (1), how many were: (a) In shelters operated by the societies; (b) In foster homes; (c) Elsewhere, specifying. 3. How many shelters were being operated by the societies on December 31st, 1942. 4. In the calendar year 1942, how many of the shelters were formally inspected by departmental officials. 5. How many Inspectors are attached to the Department of Welfare to make formal inspections of shelters, foster homes, etc., giving names, salaries and date of appointment of each.

The Honourable the Minister of Public Welfare replied as follows:—

This information has already been given in reply to Question 46. See Votes and Proceedings, April 6th.

The House again resolved itself into a Committee to consider Bill (No. 49), An Act to Provide for Collective Bargaining, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report progress, and to ask for leave to sit again.

*Resolved*, That the Committee have leave to sit again on Monday next.

The Provincial Secretary presented to the House, by command of the Honourable the Lieutenant-Governor:

Report of the Registrar of Loan Corporations for the year ending December 31st, 1942. (*Sessional Papers No. 7.*)

Also, Report upon Ontario Training Schools for the year ending March 31st, 1943. (*Sessional Papers No. 61.*)

Also, Report of the Statistics Branch, Department of Agriculture, for the year 1942. (*Sessional Papers No. 22.*)

Also, Report of the Ontario Veterinary College for the year 1942. (*Sessional Papers No. 29.*)

Also, Report upon the Prisons and Reformatories of the Province for the year ending March 31st, 1943. (*Sessional Papers No. 18.*)

Also, Report of the Superintendent of Insurance for the year ending December 31st, 1942. (*Sessional Papers No. 6.*)

Also, Report of the Secretary and Registrar of the Province of Ontario with respect to the administration of The Companies Act, The Extra Provincial Corporations Act, The Mortmain and Charitable Uses Act, and The Companies Information Act, for the fiscal year ending March 31st, 1942. (*Sessional Papers No. 33.*)

Also, Annual Report of the Ontario Research Foundation for the year 1942. (*Sessional Papers No. 62.*)

Also, Report of the Department of Education, Ontario, for the year 1942. (*Sessional Papers No. 11.*)

The House then adjourned at 5.00 p.m.

MONDAY, APRIL 12TH, 1943

PRAYERS.

3 O'CLOCK P.M.

The following Bill was introduced and read the first time:—

Bill (No. 57), intituled, "An Act for raising money on the Credit of the Consolidated Revenue Fund." *Mr. Gordon.*

*Ordered*, That the Bill be read the second time to-morrow.

Mr. Murphy asked the following Question (No. 49):—

1. What was the total expenditure on the Queen Elizabeth Way from Toronto to Fort Erie: (a) During the fiscal year ended March 31st, 1941; (b) During the fiscal year ended March 31st, 1942; (c) During the period of April 1st, 1942, to December 31st, 1942; specifying as to capital and as to ordinary expenditure in each instance. 2. During each of the periods mentioned in (1) what amount was spent in paving on the Queen Elizabeth Way between Toronto and Fort Erie and what was the mileage involved. 3. During each of the periods mentioned in (1) what was the number of: (a) Trees; (b) Shrubs; (c) Rose bushes; planted on the Queen Elizabeth Way between Toronto and Fort Erie giving costs of such plantings.

The Honourable the Minister of Highways replied as follows:—

	Capital	Ordinary
1. (a).....	\$5,174,825.15	\$191,042.82
(b).....	1,273,859.55	463,098.15
(c).....	262,683.37	92,541.33
2. (a).....	\$2,003,414.81	27.5 miles, included in (a) above
(b).....	226,545.50—	4.02 " " " (b) "
(c).....	Nil	

3. (a) During the fiscal year ending March 31st, 1941, on the Queen Elizabeth Highway extending for approximately 92 miles from Toronto to Fort Erie, 14,869 trees and 59,518 shrubs were planted. No rose bushes were planted. Of this amount commercial nurseries supplied 14,869 trees and 1,793 shrubs, and the Provincial Forestry stations and the Niagara Parks Commission supplied 57,725 shrubs at cost, the total cost of all plantings being \$27,805.21. (b) During the fiscal year ending March 31st, 1942, on the Queen Elizabeth Highway extending for approximately 92 miles from Toronto to Fort Erie, 80,192 trees and 110,915 shrubs were planted. No rose bushes were planted. Of this amount commercial nurseries supplied 10,169 trees and 12,038 shrubs, and the Provincial Forestry stations and the Niagara Parks Commission supplied 70,023 trees and 98,877 shrubs at cost, the total cost of all plantings being \$22,140.23. (c) During the period from April 1st, 1942, to December 31st, 1942, on the Queen Elizabeth Highway extending for approximately 92 miles from Toronto to Fort Erie, 6,051 trees and 5,675 shrubs were planted. No rose bushes were planted. Of this

amount commercial nurseries supplied 5,451 trees and 860 shrubs, and the Provincial Forestry stations supplied 600 trees and 4,815 shrubs at cost, the total cost of all plantings being \$10,719.58.

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Mr. Elgie asked the following Question (No. 69):—

1. What was the total expenditure to December 31st, 1942, on the Ontario Hospital at Port Arthur, specifying: (a) Capital; (b) Ordinary. 2. Have any buildings other than the administration building been completed, and if so, give particulars. 3. When was the administration building completed. 4. Does the Government still own the Wiley property at Port Arthur which was being renovated for use as a mental hospital when the present Government took office; if not, what disposition was made of it; if still owned by the Government, what use is being made of it. 5. What mental hospital accommodation has been provided in the Judicial Districts of Northern Ontario by the present Government other than the conversion of the Fort William Industrial Farm to hospital use and the construction of the administration building at the projected Port Arthur Hospital.

The Honourable the Minister of Health replied as follows:—

1. (a) \$224,675.24; (b) \$48.15. 2. No. Part of the sanitary and storm sewer system has been installed on the hospital grounds and a water supply to the Administration Building. 3. January, 1940. Some small items of interior work in this building, such as painting of walls and laying of linoleum in rooms, as specified, was not completed on account of the decision not to proceed with further new construction during the war. 4. The Wiley property purchased by a former Government, for conversion to a mental hospital, would have provided for, after considerable alterations to the Main Residence Building, only a very small number of beds, whereas the needs of this part of the Province indicated 600 beds were required. The Wiley property was, therefore, advertised for sale in the Port Arthur and Fort William papers on January 25th, 1938. No satisfactory bid was received. It was advertised again in these papers on August 2nd, 1939, and an offer to purchase from the Sisters of St. Joseph of the Diocese of Sault Ste. Marie, for \$6,100.00 cash, was accepted, this being the only tender received. 5. The programme of construction of new mental hospitals commenced in 1937, included the erection of a new hospital at Port Arthur, to provide approximately 825 beds with proper facilities for treatment and sufficient area to extend the accommodation as required. This programme was postponed in 1939 immediately following the outbreak of war.

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Mr. Dunbar asked the following Question (No. 75):—

1. During the fiscal year ending March 31st, 1942, and also during the period April 1st, 1942, to December 31st, 1942, what was the total amount spent on the Trans-Canada Highway. 2. During each of the periods mentioned in (1): (a) What contractors were employed on work on the Trans-Canada Highway; (b) What amount was paid to each; (c) What mileages were involved, in what districts, and what was the general nature of the work performed by each contractor.

The Honourable the Minister of Highways replied as follows:—



1. Year ending March 31st, 1942—\$1,565,156.91. Period April 1st to December 31st, 1942—\$520,048.32.

2. Year ending March 31st, 1942:

(a)		(b)		(c)	
Ontario Bridge Co., Ltd.	\$ 360.00			District of Prescott	Culvert extension
Bituminous Spraying & Contracting Co., Ltd.	2,592.00			District of Prescott and Russell	Surface treatment
Dibblee Construction Co., Ltd.	32,709.22			Prescott	Resurfacing bituminous pavement
Dibblee Construction Co., Ltd.	1,650.00		0.50	District of Renfrew	Resurfacing bituminous pavement
Bituminous Spraying & Contracting Co., Ltd.	2,903.00		3.39	District of Carleton	Resurfacing bituminous pavement
Sterling Construction Co., Ltd.	1,419.23		2.50	District of Nipissing	Surface treatment
Armstrong Bros. Construction Co.	37,985.75		61.00	District of North Renfrew	Crushed gravel
A. E. Jupp Construction Co., Ltd.	25,495.27		40.00	District of Nipissing	Crushed gravel
John Maguire Contracting Co., Ltd.	54,895.84		27.00	District of Nipissing	Crushed gravel
King Paving Co., Ltd.	8,987.00		8.70	District of Nipissing	Crushed gravel
Bituminous Spraying & Contracting Co., Ltd.	116,921.47		6.70	District of Nipissing	Grading and culverts
M. G. Hemmer	1,293.10		29.70	District of Nipissing	Oil dust layer
Wm. Markus	712.43		2,172 feet	District of North Renfrew	Hauling gravel for sidewalk
W. A. Mackay Limited	586.32		248	District of North Renfrew	Erecting steel for sidewalk on bridge
W. A. Mackay Limited	82,597.91		8.00 miles	District of Sudbury	Grading and culverts
A. E. Jupp Construction Co., Ltd.	3,333.60		...	District of Sudbury	Construction of overhead
Pioneer Construction Co., Ltd.	3,399.20		0.50	District of Sudbury	Penetration pavement
Pioneer Construction Co., Ltd.	12,150.00		13.00	District of Sudbury	Crushed gravel
Dominion Bridge Co., Ltd.	9,845.00		...	District of Sault Ste. Marie	Construction of bridge
Malvern Construction Co., Ltd.	52,736.23		2.00	District of Sault Ste. Marie	Construction of bridge and grading
Pioneer Construction Co., Ltd.	8,500.00		12.00	District of Sault Ste. Marie	Crushed gravel
Pioneer Construction Co., Ltd.	20,360.00		22.00	District of Algoma	Crushed gravel
Pioneer Construction Co., Ltd.	6,545.00		9.00	District of Algoma	Crushed gravel
Provincial Road Spraying & Contracting Co., Ltd.	743.67		9.00	District of Algoma	Oil dust layer
John Maguire Contracting Co., Ltd.	28,080.00		25.00	District of Manitoulin	Crushed gravel
Ilewisson Construction Co., Ltd.	7,446.41		10.00	District of Port Arthur	Crushed gravel
Emil Anderson	59,052.48		40.00	District of Fort William	Crushed gravel
Tomlinson Construction Co., Ltd.	15,769.03		...	District of Fort William	Culvert construction
R. F. Petrusson	31,092.00		4.00	District of Kenora	Bridge construction and gravel mulch
Bond Construction Co., Ltd.	8,972.00		4.00	District of Kenora	Bridge construction and gravel mulch
Bond Construction Co., Ltd.	21,924.00		40.00	District of Kenora	Crushed gravel
J. T. Brett and Son	28,207.00		41.00	District of Kenora	Crushed gravel
Frankel Bros., Limited	3,508.00		...	District of Kenora	Steel superstructure for bridge

Period, April 1st to December 31st, 1942:

(a)		(b)		(c)	
Bituminous Spraying & Contracting Co., Ltd.....	\$	4,758.00	5.60 miles	District of Prescott and Russell	Surface treatment
Wm. Markus.....		576.29	2,172 feet	District of North Renfrew	Building curb for sidewalk
M. G. Henniger.....		139.30	2,172 "	District of North Renfrew	Hauling gravel for sidewalk
R. A. Blyth.....		611.00	33.80 miles	District of Algoma	Applying zone paint
John Maguire Contracting Co., Ltd.....		18,698.68	20.00 "	District of Sault Ste. Marie	Crushed gravel
Malvern Construction Co., Ltd.....		5,281.35	2.00 "	District of Sault Ste. Marie	Grading and culverts and bridge
Pioneer Construction Co., Ltd.....		1,332.80	12.00 "	District of Sudbury	Crushed gravel
A. E. Jupp Construction Co., Ltd.....		338.82	0.50 "	Districts of Port Arthur and Fort William	Penetration pavement
Tomlinson Construction Co., Ltd.....		3,994.86	....	District of Fort William	Construction of culverts
Emil Anderson.....		18,300.00	....	District of Kenora	Gravel stock pile
Bergman and Nelson.....		8,503.00	....	District of Kenora	Construction of culverts
George Kimberley.....		5,127.00	....	District of Kenora	Construction of culverts
R. F. Petrusson.....		8,970.00	....	District of Kenora	Bridge construction
Bond Construction Co., Ltd.....		29,065.00	24.00 miles	District of Kenora	Crushed gravel
Bond Construction Co., Ltd.....		4,046.00	....	District of Kenora	Bridge construction

Mr. Elgie asked the following Question (No. 122):—

1. What was the gross cost of operating the Industrial Farm at Burwash for the fiscal year ended March 31st, 1942, specifying: (a) Capital expenditures; (b) Ordinary expenditures. 2. What was the gross revenue derived from the Industrial Farm at Burwash for the fiscal year ended March 31st, 1942, specifying: (a) Resale of goods from institution store; (b) Sale of agricultural products; (c) Sale of goods manufactured in institution industries; (d) Otherwise derived. 3. What is the nominal inmate capacity of the institution. 4. What was the average population during the 1942 fiscal year. 5. Is it now necessary to purchase coal for use in the institution heating plant; if so, state: (a) When was the practice initiated; (b) Stating quantities of coal purchased during the 1942 fiscal year, indicating types purchased, from whom purchased, per ton prices and amount paid each coal dealer. 6. What is the present acreage of the farm property. 7. What acreage is under cultivation. 8. What was the total number of employees as of December 31st, 1942.

The Honourable the Provincial Secretary replied as follows:—

1. (a) Capital Expenditures—Nil; (b) Ordinary Expenditures—\$495,040.97.  
2. Gross Revenue—\$106,989.32.

(a) Resale of Goods from Institution Stores . . . . .	\$ 26,819.39
(b) Sale of Agricultural Products to other Institutions. \$ 6,277.96	
Agricultural Products supplied by Burwash Farm	
to that Institution . . . . .	57,342.33
	<hr/>
	43,620.29
(c) Sale of goods manufactured in Institution Industries . . . . .	27,587.08
(d) Otherwise derived . . . . .	46,304.89
	<hr/>
Total . . . . .	\$106,989.32

3. Nominal inmate capacity, 700. 4. Average population, fiscal year 1942, 673.  
5. Yes. Bituminous coal is used in one of two boilers at Cell Block and Dormitory Building and in winter months only. Wood fuel is used in second boiler at that building, at the main power and heating plant, Camp 2, and in the heating plants at Camps 1 and 5. (a) In May, 1934, coal burning furnaces were authorized for some staff residences. Orders for such furnaces were placed May 22nd and June 12th, 1934. They were installed and first coal purchased October, 1934. Bituminous coal was first purchased for one unit of Cell Block and Dormitory heating plant in May, 1937, and used as stated in first paragraph of answer to Question 5. (b) Quantity purchased during fiscal year 1942—2,217 tons, 800 lbs. Type of coal purchased—"Warwood" Mine Run Bituminous. Purchased from F. P. Weaver Coal Co., Ltd., Toronto. Per ton price, \$6.91, f.o.b. Burwash. Total amount paid, \$15,322.21. 6. Approximately 35,000 acres. 7. 1,030 acres intensively cultivated; 300 acres farm pasture; 3,000 acres range pasture. 8. 119.

Mr. Downer asked the following Question (No. 156):

1. What Department of the Government, or Board or Commission was responsible for the construction of what is commonly known as the "Mather

Park Gate" located adjacent to the entrance to the Peace Bridge at Fort Erie. 2. What was the total cost of: (a) The Mather Park Gate, including washrooms and all accessories; (b) Grading, paving, landscaping and all other items in connection with the surrounding park area. 3. When was the work on the Mather Park Gate commenced and when was it completed. 4. Who was the contractor who constructed the Mather Park Gate. 5. What was the contractor paid for constructing the Mather Park Gate: (a) Under terms of contract; (b) By way of extras. 6. Who were the architects and assistant or associate architects on the Mather Park Gate and what amount was paid to each. 7. Were the pool and the granite globe in the centre of the structure included in the contract price and if not, what was the cost of these items. 8. When was work on the structure commenced and when was it completed.

The Honourable the Minister of Highways and Public Works replied as follows:—

1. The Niagara Parks Commission.

2 (a) .....	\$ 84,045.63
Less donated by A. C. Mather.....	30,000.00

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\$ 54,045.63

2. (b) .....	319,545.80
Less Grants made by Dominion Government.....	58,968.83

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\$260,576.97

3. Commenced June 13th, 1939; completed May 1st, 1940. 4. Brennan Paving Company Limited.

5. ....	\$68,425.00
(a) .....	6,687.30

(b) .....	\$75,112.30	\$75,112.30
Carl Borgstrom Architect Fees.....		3,929.87
Sundry work.....		5,003.46

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Total Cost—See 2 (a)..... \$84,045.63

6. Answered in (5). 7. Yes.

NOTE: The cost of the Traffic Circle within the area was assumed by the Department of Highways and is therefore not part of the cost as set forth above.

First work done in connection with what might be called Mather Park was the completion of roadway under the Peace Bridge connecting Queen Street and Garrison Road. This work continued from December, 1928, to November, 1932, at a cost of \$12,514.39.

Second preliminary work done was in the years of January, 1934, to September 15th, 1938, inclusive; this included relief work applying to earth fill and retaining wall in the years of 1934 and 1935. Figures in this connection are as follows:



Cost (1934 and 1935 relief) . . . . .	\$37,101.55
Cost 1937 to 1938 Sundry . . . . .	3,779.71
Gross cost . . . . .	\$40,881.26
Contributed by Provincial Government and Town of Fort Erie . . . . .	19,483.65
Net Cost to Niagara Parks Commission . . . . .	\$21,397.61

It is perhaps correct to exclude these two amounts mentioned above (as has been done) from the cost of the project which was not contemplated in those earlier years. The Deed of Land, dated July 23rd, 1926, Alonzo C. Mather to the Commission for the Queen Victoria Niagara Falls Park, excerpt from Deed as follows: "The lands and premises herein conveyed are conveyed to the Grantee for the purposes only of a public park to be kept and maintained as such perpetually and to be known and designated as "Mather Park" and is subject also to the condition that the Grantee, as soon as its finances will permit and is authorized by law, will erect a wall on the premises at or near the boundaries thereof fronting on the Niagara River and fill in all of the lands to a proper height to form and constitute a suitable and proper public park. The Grantor reserves the right to erect such a wall if the Grantee does not do so within three months from the date hereof, along the boundary line between the properties first conveyed herein and water lots retained by the Grantor." In addition to the sum of \$30,000 contributed by A. C. Mather, as above, he undertook to make a further provision in his will. He is now deceased and the Commission have received \$101,000 from his estate for this Park purpose. The date of legacy, July 10th, 1933.

Mr. Downer asked the following Question (No. 161):—

1. How many branches were operated by the Province of Ontario Savings Office on December 31st, 1942. 2. During the calendar year 1942, were any branches (a) opened and (b) closed, and if so give opening or closing date and location of each branch. 3. Is each branch inspected regularly by a Head Office inspector and if so, how often are such inspections made. 4. Are overdrafts allowed in customers' accounts and if so, on what authority and what was the number and the total amount of such overdrafts on December 31st, 1942. 5. What disposition is made of cash overages in savings office branches and what was the total amount of such overages as of December 31st, 1942. 6. What is the general practice respecting cash shortages in savings office branches and what amount, if any, had not been made good as of December 31st, 1942. 7. Since April 1st, 1935, what losses have been incurred in savings branches by reason of: (a) Negotiation of bad cheques; (b) Defalcations; (c) Granting of uncollectible overdrafts. 8. What was the average amount on deposit in the savings offices during the fiscal years ending March 31st, 1940, March 31st, 1941, March 31st, 1942, and during the period April 1st, 1942, to December 31st, 1942. 9. What was the total cost of operating the savings offices, including head office expense during each of the periods mentioned in (8). 10. How many persons were employed on the head office staff of the savings office on March 31st, 1941, March 31st, 1942, and December 31st, 1942. 11. How many persons were employed in the savings branches on March 31st, 1941, March 31st, 1942, and December 31st, 1942.

The Honourable the Provincial Treasurer replied as follows:—

1. 23. 2. (a) and (b) No. 3. Yes—twice a year. 4. No. 5. Credited to Cash Over Account, and if not subsequently reclaimed, treated as unclaimed balances. \$2,765.63. 6. Tellers are held responsible, and no losses to the Treasury Department have occurred since April 1st, 1935. 7. (a), (b) and (c) None. 8. March 31st, 1940—\$39,610,868.00; March 31st, 1941—\$36,463,514.00; March 31st, 1942—\$35,399,705.00; December 31st, 1942—\$35,628,352.00. 9. March 31st, 1940—\$298,458.98; March 31st, 1941—\$296,486.04; March 31st, 1942—\$312,521.99; December 31st, 1942—\$229,181.55. 10. March 31st, 1941—9; March 31st, 1942—9; December 31st, 1942—9. 11. March 31st, 1941—127; March 31st, 1942—134; December 31st, 1942—141. The number of employees on the staff has increased due to replacing enlistments with female and inexperienced help.

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The House again resolved itself into a Committee to consider Bill (No. 49), An Act to Provide for Collective Bargaining, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill with certain amendments.

*Ordered*, That the Amendments be taken into consideration forthwith.

The Amendments, having been read the second time, were agreed to.

*Ordered*, That the Bill be read the third time to-morrow.

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The House resolved itself into a Committee to consider Bill (No. 50), An Act to amend The Judicature Act, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill without any amendment.

*Ordered*, That the Bill be read the third time to-morrow.

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The House resolved itself into a Committee to consider Bill (No. 21), An Act to Provide relief for Members of His Majesty's Forces in respect of certain obligations relating to their Homes, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill with certain amendments.

*Ordered*, That the Amendments be taken into consideration forthwith.

The Amendments, having been read the second time, were agreed to.

*Ordered*, That the Bill be read the third time to-morrow.

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The House resolved itself into a Committee to consider Bill (No. 51), The

Statute Law Amendment Act, 1943, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report progress, and to ask for leave to sit again.

*Resolved*, That the Committee have leave to sit again to-morrow.

The Order of the Day for the second reading of Bill (No. 56), An Act to extend the Duration of the Present Legislative Assembly, having been read,

And a Debate having arisen, after some time, the motion having been put, was carried on the following Division:—

## YEAS

Anderson	Fletcher	MacGillivray
Baker	Freeborn	MacKay
Ballantyne	Glass	Mercer
Bégin	Gordon	Miller
Belanger	Guthrie	McArthur
Bethune	Habel	McEwing
Blakelock	Heenan	McQuesten
Carr	Hipel	Newlands
Conant	Houck	Patterson
Cooper	Hunter	Sinclair
Cox	Kelly	Smith
Dewan	King	Strachan
Duncan	Kirby	Trottier—41
Fairbank	Laurier	

## NAYS

Acres	Doucett	Macaulay
Arnott	Downer	Macfie
Black	Drew	Murphy
Bradley	Duckworth	Nixon
Campbell (Kent, East)	Elgie	(Brant)
Challies	Frost	Oliver
Croome	Henry	Reynolds
Cross	Hepburn	Stewart
Dickson	(Prince Edward-Lennox)	Summerville
	Kennedy	Welsh—27

And the Bill was accordingly read the second time and referred to a Committee of the Whole House to-morrow.

The House, according to Order, again resolved itself into the Committee of Supply.

*(In the Committee)*

*Resolved*, That there be granted to His Majesty, for the services of the fiscal year ending March 31st, 1944, the following sums:—

112. To defray the expenses of the Main Office, Department of Lands and Forests.....	\$ 305,775.92
113. To defray the expenses of the Land and Recreational Areas Branch, Department of Lands and Forests.....	59,850.00
114. To defray the expenses of the Surveys Branch, Department of Lands and Forests.....	76,609.00
115. To defray the expenses of the Forest Research Branch, Department of Lands and Forests.....	12,300.00
116. To defray the expenses of the Forest Protection Branch, General Office, Department of Lands and Forests.....	14,617.00
117. To defray the expenses of the Timber Management Branch, General Office, Department of Lands and Forests.....	36,825.00
118. To defray the expenses of the Field Operations, Department of Lands and Forests.....	1,240,750.00
119. To defray the expenses of the Extra Fire Fighting, Department of Lands and Forests.....	200,000.00
120. To defray the expenses of the Scaling, Department of Lands and Forests.....	194,000.00
121. To defray the expenses of the Rondeau Provincial Park, Department of Lands and Forests.....	14,425.00
122. To defray the expenses of the Ipperwash Beach Provincial Park, Department of Lands and Forests.....	3,500.00
123. To defray the expenses of the Clearing Townsites and Removal of Fire Hazards, Department of Lands and Forests.....	15,000.00
124. To defray the expenses of the Air Service Branch, Department of Lands and Forests.....	282,621.00
125. To defray the expenses of the Reforestation and Conservation Branch, Department of Lands and Forests.....	282,653.00
126. To defray the expenses of the Lignite Development, Department of Lands and Forests.....	295,000.00
127. To defray the expenses of the War Emergency Training and Reconstruction, Department of Lands and Forests.....	500,000.00
128. To defray the expenses of the Surveys Branch, Department of Lands and Forests.....	3,000.00
129. To defray the expenses of the Law Branch, Department of Lands and Forests.....	500.00
150. To defray the expenses of the Main Office, Department of Provincial Secretary.....	71,085.00
151. To defray the expenses of the Registrar-General's Branch, Department of Provincial Secretary.....	95,455.00
152. To defray the expenses of the Main Office, Reformatory and Prisons Branch, Office of Provincial Secretary.....	246,000.00
153. To defray the expenses of the Board of Parole, Reformatory and Prisons Branch.....	17,000.00
154. To defray the expenses of the Ontario Reformatory, Guelph, Reformatories and Prisons Branch.....	818,000.00



155.	To defray the expenses of the Mercer Reformatory, Toronto, Reformatories and Prisons Branch.....	\$ 186,000.00
156.	To defray the expenses of the Industrial Farm, Burwash Reformatories and Prisons Branch.....	405,000.00
157.	To defray the expenses of the Ontario Training School for Boys, Bowmanville, Reformatories and Prisons Branch.....	105,500.00
158.	To defray the expenses of the Ontario Training School for Girls, Cobourg, Reformatories and Prisons Branch.....	71,000.00
102.	To defray the expenses of the Main Office, Department of Labour.....	102,676.55
103.	To defray the expenses of the Industry and Labour Board, Department of Labour.....	8,305.00
104.	To defray the expenses of the Apprenticeship Branch, Department of Labour.....	36,755.00
105.	To defray the expenses of the Boiler Inspection Branch, Department of Labour.....	30,250.00
106.	To defray the expenses of the Factory Inspection Branch, Department of Labour.....	10,970.00
107.	To defray the expenses of the Board of Examiners of Operating Engineers, Department of Labour.....	54,830.00
108.	To defray the expenses of the Minimum Wage Branch, Department of Labour.....	22,695.00
109.	To defray the expenses of the Composite Inspection Division, Department of Labour.....	115,950.00
110.	To defray the expenses of the War Emergency Training Branch, Department of Labour.....	50,000.00
111.	To defray the expenses of the Dominion-Provincial Youth Training Programme, Department of Labour.....	25,000.00
130.	To defray the expenses of the Office of the Speaker, Legislation Department.....	259,300.00
131.	To defray the expenses of the Legislative Counsel Office, Legislation Department.....	14,200.00
132.	To defray the expenses of the Crown in Chancery Office, Legislation Department.....	5,400.00
134.	To defray the expenses of the Main Office, Department of Mines.....	150,950.00
135.	To defray the expenses of the Geological Branch, Department of Mines.....	50,000.00
136.	To defray the expenses of the Mines Inspection Branch, Department of Mines.....	44,500.00
137.	To defray the expenses of the Laboratories Branch, Department of Mines.....	48,300.00
138.	To defray the expenses of the Natural Gas Commissioner, Department of Mines.....	19,500.00
139.	To defray the expenses of the Sulphur Fumes Arbitrator, Department of Mines.....	5,000.00
140.	To defray the expenses of the Offices of Mining Recorders, Department of Mines.....	36,000.00
192.	To defray the expenses of the Miscellaneous—Grants, etc....	104,400.00

67. To defray the expenses of the Grant—Cancer Control—The Ontario Cancer Treatment and Research Foundation, Department of Health.....	\$ 500,000.00
141. To defray the expenses of the Main Office, Department of Municipal Affairs.....	200,000.00

Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had come to several Resolutions; also, That the Committee had directed him to ask for leave to sit again.

*Ordered*, That the Report be received to-day.

*Resolved*, That the Committee have leave to sit again to-morrow.

The House then adjourned at 11.20 p.m.

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## TUESDAY, APRIL 13TH, 1943

PRAYERS.

3 O'CLOCK P.M.

On motion by Mr. Conant, seconded by Mr. Gordon,

*Ordered*, That the full Sessional Indemnity be paid to those members of the Assembly whose services with the military, naval or air forces of Canada prevented their attendance and also to those members absent on account of illness or other unavoidable cause; that the Sessional Indemnity of Mr. Campbell (Sault Ste. Marie) be paid to Mrs. Campbell, and that the full Sessional Indemnity which would have been payable to the late Frank Spence, member for Fort William, be paid to his widow.

On motion by Mr. Conant, seconded by Mr. Gordon,

*Ordered*, That when this House adjourns the Present Sitting thereof it shall stand adjourned to meet at 11 o'clock a.m. to-morrow, Wednesday, the 14th instant.

Mr. Acres asked the following Question (No. 57):—

1. How many mental health clinics are in operation in connection with Ontario Hospitals at date. 2. What was the total cost of the operation of such clinics during the fiscal year ended March 31st, 1942. 3. Since the present government took office, at what Ontario Hospitals have mental health clinics been: (a) Established; (b) Discontinued. 4. At what Ontario Hospitals have mental health clinics not been placed in operation. 5. How many persons were examined in the mental health clinics of the Ontario Hospitals during the fiscal

year 1942. 6. Of the persons referred to in (5) how many were certified or found to be in need of care and treatment in Ontario Hospitals or Ontario Hospital Schools and of these, how many were actually hospitalized. 7. Of the persons mentioned in (5), how many were found to be suffering from mental defect and of these how many were hospitalized and where.

The Honourable the Minister of Health replied as follows:—

1. Five. 2. \$46,746.84. 3. (a) None; (b) Orillia, New Toronto, Whitby. 4. Cobourg, Fort William, Langstaff, Penetanguishene, Toronto, Woodstock. 5. 7,467. 6. 536, Hospitalized 388. 7. 726, Hospitalized 113; Ontario Hospital, Brockville, 20; Ontario Hospital, Cobourg, 29; Ontario Hospital, Kingston, 5; Ontario Hospital School, Orillia, 57; Ontario Hospital, Woodstock, 1; Boys' Training School, Bowmanville, 1. General experience shows that approximately 10% of mental defectives require hospitalization.

Mr. Arnott asked the following Question (No. 145):—

1. In each of the fiscal years 1941 and 1942, with respect to automobiles used by the Ontario Hydro-Electric Power Commission: (a) How many automobiles were owned by the Commission on March 31st, 1942; (b) How many automobiles were purchased and at what cost, specifying both cash paid and trade-in allowances; (c) What amount was paid for car rentals; (d) What amount was allowed to employees as mileage.

The Honourable the Prime Minister replied as follows:—

1. (a) 3.

(b) 2 purchased in 1941 at \$1,895.00 each .....	\$3,790.00
Less allowance for 2 traded in at \$1,040.00 each .....	2,080.00
	<u>\$1,710.00</u>

None purchased in 1942.

(c) None.

(d) For year 1941—\$229,625.66.

For year 1942—\$198,700.33.

Mr. Doucett asked the following Question (No. 147):—

1. What is the mileage of the Queen Elizabeth Way between Toronto and Fort Erie. 2. How many poles on the lighting system of the Queen Elizabeth Way between Toronto and Fort Erie have had to be replaced between April 1st, 1936, and January 31st, 1943, because of damage from ice, accidents or other cause and state the cost of such replacements.

The Honourable the Minister of Highways replied as follows:—

1. 87.48 miles. 2. 69. Cost of replacements \$7,933.97 of which \$5,474.80 has been recovered from owners involved in accidents.

Mr. Murphy asked the following Question (No. 148):—

1. Were charges laid in January, 1943, against Raymond Jarraway of Neebing Township and Nellie Chicorli of Fort William relating to the giving of alleged false information to the Constables of the Ontario Provincial Police Force, and if so state: (a) Who laid the complaints; (b) Where were the trials held; (c) What Magistrate presided at the hearings; (d) What was the date originally set for the hearings; (e) In each instance, how many remands were ordered and at whose request; (f) Was the Attorney-General's Department consulted as to the laying of the charges or as to the prosecution, generally, and if so, by whom, and state particulars of departmental instructions issued; (g) What were the findings of the Magistrate in each instance; (h) When were the Magistrate's findings delivered; (i) Were the defendants employed as workers in war industry, and on how many days (giving dates) were they required to appear in court.

The Honourable the Attorney-General replied as follows:—

1. Yes. (a) Provincial Constable A. Eady; (b) Fort William, Ontario; (c) Magistrate C. D. LeMay; (d) January 21st, 1943; (e) In the charge against Raymond Jarraway, three by the direction of the Magistrate. In the charge against Nellie Chicorli, four. Three at the direction of the Magistrate, one at the request of the Crown Attorney; (f) Yes. The Attorney-General's Department was consulted by the Crown Attorney for the District of Thunder Bay as to the law applicable to the case and an opinion was given; (g) The charge against Raymond Jarraway was dismissed on February 16th, 1943. The charge against Nellie Chicorli was withdrawn by the informant on February 26th, 1943, on instructions of the Crown Attorney; (h) Answered by (g); (i) Yes. Raymond Jarraway, five half days, i.e., January 20th, 1943, January 21st, 1943, January 30th, 1943, February 8th, 1943, February 16th, 1943; Nellie Chicorli, six half days, i.e., January 20th, 1943, January 21st, 1943, January 30th, 1943, February 8th, 1943, February 16th, 1943, February 24th, 1943.

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Mr. Downer asked the following Question (No. 166):—

1. What was date of completion of the Long Lac diversion works. 2. Since date of completion, what companies, firms and individuals other than the Pulpwood Supply Co., Ltd., have driven pulpwood or timber through the diversion and state: (a) Rate of tolls paid by each company or individual; (b) Total amount of tolls charged against each company, firm, or individual; (c) Total amount of tolls paid by each company, firm or individual.

The Honourable the Minister of Lands and Forests replied as follows:—

1. July 1st, 1939, in so far as driving conditions are concerned. 2. (a) None—No tolls set; (b) Answered by 2 (a).

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Mr. Doucett asked the following Question (No. 167):—

1. What damage has occurred to the stone lions, galleons, and other decorative features on the Henley Course Bridge, St. Catharines, by reason of frost



or otherwise. 2. Has the damage been repaired and if so, at what cost; if not repaired, what is the estimated cost of repair or replacement. 3. Does the reported amount of \$49,704.39 (Votes and Proceedings, February 23rd, 1940, Question No. 52) include the cost of installation of the decorative features on the Henley Course Bridge or merely cost of material, and if the latter, state the total cost under the following headings: (a) Cost of materials, and to whom paid; (b) Cost of installation and to whom paid; (c) Architect's and Designer's fees and to whom paid; (d) All other costs and to whom paid.

The Honourable the Minister of Highways replied as follows:—

1. Due to vibration some of the stone joints opened during the first winter allowing water to enter the joints which, becoming frozen, heaved and cracked several stones which had to be replaced and the flagpoles, partly responsible for the excessive vibration, were removed. 2. This damage has been repaired, the stones replaced, and the stone finial replacing the flagpoles. Cost of repairs, \$649.00. 3. Yes.

Mr. Downer asked the following Question (No. 169):—

1. Who are the auditors for the Niagara Parks Commission and what have they been paid in each of the 1942 and 1943 fiscal years. 2. Have the auditors for the Niagara Parks Commission been assisted in their audits of Commission affairs by any of the employees of the provincial Department of Highways, and if so, state: (a) Name of Highways Department employees assisting; (b) Periods for which services were loaned from their regular duties; (c) What each was paid for his services in auditing Niagara Parks Commission affairs; (d) Who authorized loaning of services of Highways Department employees for the purpose indicated. 3. Were any members of the firm of auditors auditing Niagara Parks Commission records at any time in provincial employ, and if so, state: (a) Names; (b) Employed by what department; (b) Periods of service; (d) Salaries when in provincial employ. 4. If any Highways Department employees are loaned to the Niagara Parks Commission auditors, do they continue to draw their regular salaries.

The Honourable the Prime Minister replied as follows:—

1. G. E. F. Smith Company, Chartered Accountants, appointed January 18th, 1943. No payments have been made to date. Up to the fiscal year ending March 31st, 1942, the auditors for the Niagara Parks Commission were the auditors of the Province of Ontario and were in receipt of their regular salary from the Department by which they were employed.

2.	(a)	(b)
	1941-42	1942-43
N. B. Dickson.....	April 1st, April 5th May 5th-May 30th June 7th June 21st June 23rd-June 27th Oct. 10th	April 1st June 22nd-July 30th Dec. 7th-Dec. 10th January 30th Feb. 1st-Feb. 6th Feb. 8th-Feb. 13th

(b)

(a)	1941-42	1942-43
	Oct. 14th-Oct. 18th Oct. 20th-Oct. 25th Oct. 27th-Nov. 7th Dec. 11th-Dec. 24th Dec. 28th-Dec. 31st Jan. 2nd-Jan. 17th Mar. 30th-Mar. 31st	March 27th March 31st
Jas. Pogue.....	April 1st-April 5th May 5th-May 23rd May 26th-May 29th Oct. 14th-Nov. 6th March 31st	April 1st June 23rd-June 25th July 2nd-July 3rd July 7th-July 10th Feb. 1st- Feb. 6th
L. B. Teetzel.....	March 31st	April 1st
C. Hoover.....	Dec. 15th-Dec. 20th Dec. 21st-Dec. 23rd Dec. 29th-Dec. 31st	
R. Clarke.....	Dec. 15th-Dec. 20th Dec. 21st-Dec. 23rd Dec. 29th-Dec. 31st	
G. Cooper.....	Dec. 15th-Dec. 20th Dec. 21st-Dec. 23rd Dec. 29th-Dec. 31st	
H. Burch.....	Dec. 15th-Dec. 20th Dec. 21st-Dec. 23rd Dec. 29th-Dec. 31st	
Wm. Webb.....		Feb. 8th-Feb. 13th

(c) Regular salary with Department of Highways; no extra remuneration;  
 (d) For the fiscal year ending March 31st, 1942, the Minister of Highways authorized the Chief Accountant of the Department of Highways to audit the books of the Commission. In this he was assisted by Department employees at no extra expense. For the fiscal year ending March 31st, 1943, the Minister of Highways authorized Department employees to assist. The fee to be charged is based on the assistance given. 3. (a) G. E. F. Smith; (b) Department of Highways; (c) September 11th, 1934, to November 30th, 1942; (d) September 11th, 1934, to April 30th, 1937, \$3,600.00; May 1st, 1937, to November 30th, 1942, \$3,800.00; Five per cent Cost of Living Bonus applied from November 1st, 1941. 4. Yes, but no extra remuneration paid by Commission.

Mr. Doucett asked the following Question (No. 177):—

1. Who are the members of the Ontario Athletic Commission, indicating the Chairman, the Vice-Chairman and the Secretary. 2. In each of the fiscal years 1940, 1941 and 1942, what amounts were paid respectively, to the Chairman, the Vice-Chairman, the Secretary and each of the members by way of: (a) Salary,

allowance, honoraria or other emolument; (b) Travelling or other expenses.

3. Who are the employees of the Ontario Athletic Commission and what was each paid in each of the fiscal years 1940, 1941 and 1942, by way of: (a) Salary, allowances, honoraria or other emoluments; (b) Travelling or other expenses.

4. What amount of revenue was received by the Ontario Athletic Commission in each of the fiscal years 1940, 1941 and 1942, indicating the amount received from percentage of gate receipts and from other sources.

5. What was the total expenditure of the Ontario Athletic Commission in each of the fiscal years 1940, 1941 and 1942.

The Honourable the Minister of Health replied as follows:—

1. Members of Commission:

Lionel P. Conacher, M.P.P., Toronto, Chairman.  
 A. E. Lyon, Ottawa, Vice-Chairman.  
 Ellerby G. Farr, Weston.  
 William A. Fry, Dunnville.  
 George A. McNamara, Toronto.

NOTE: Secretary is not a member of the Commission. See answer to Question 3.

2. 1940	Travelling	Per Diem	Total
Lionel P. Conacher, M.P.P.....	\$ 176.28	\$ 90.00	\$ 266.28
A. E. Lyon.....	463.10	220.00	683.10
P. J. Mulqueen.....	172.00	107.50	279.50
William A. Fry.....	201.60	100.00	301.60
Ellerby G. Farr.....	Nil	Nil	Nil
Harold G. Woods.....	Nil	Nil	Nil
	\$1,012.98	\$ 517.50	\$1,530.48
1941			
Lionel P. Conacher, M.P.P.....	\$ 345.66	\$ 260.00	\$ 605.66
A. E. Lyon.....	83.80	40.00	123.80
William A. Fry.....	39.20	20.00	59.20
Ellerby G. Farr.....	Nil	Nil	Nil
George A. McNamara.....	Nil	Nil	Nil
	\$ 468.66	\$ 320.00	\$ 788.66
1942			
Lionel P. Conacher, M.P.P.....	\$ 259.65	\$ 90.00	\$ 349.65
A. E. Lyon.....	241.90	120.00	361.90
William A. Fry.....	92.31	60.00	152.31
Ellerby G. Farr.....	Nil	Nil	Nil
George A. McNamara.....	Nil	Nil	Nil
	\$ 593.86	\$ 270.00	\$ 863.86
3. 1940	Salary	Travelling	Total
James P. FitzGerald, Secretary.....	\$1,800.00	\$ 81.90	\$1,881.90
A. W. Steel, Organizing Secretary....	1,820.00	22.46	1,842.46
Gordon Bidwell, Camp Caretaker....	900.00	.....	900.00

1941	Salary	Travelling	Total
James P. FitzGerald, Secretary . . . . .	\$1,800.00	\$ 14.00	\$1,814.00
A. W. Steel, Organizing Secretary . . .	1,820.00	103.29	1,923.29
Gordon Bidwell, Camp Caretaker . . .	950.00	.....	950.00
1942			
James P. FitzGerald, Sec'y, (6 mos.)	\$ 900.00	.....	\$ 900.00
A. W. Steel—			
Organizing Secretary (6 mos.) . . .	945.00	\$ 106.22	1,051.22
Acting Secretary (6 mos.) . . . . .	1,174.50	.....	1,174.50
Gordon Bidwell, Camp Caretaker .	1,000.00	.....	1,000.00
4. Revenue:	1940	1941	1942
Percentage of Gate Receipts . . . . .	\$16,586.05	\$16,266.35	\$15,204.38
Permits . . . . .	1,091.45	1,029.60	920.00
Licenses . . . . .	3,068.67	2,642.00	1,788.00
Tax on Purses . . . . .	468.92	354.15	285.79
Bank Interest . . . . .	156.40	108.91	72.41
Blue Prints . . . . .	.50	.....	.....
Fines . . . . .	.....	.....	10.00
Camp . . . . .	557.13	1,007.40	38.40
	<hr/>	<hr/>	<hr/>
	\$21,929.12	\$21,408.41	\$18,318.98
5. Expenditure:			
1940 . . . . .	\$28,302.75		
1941 . . . . .	23,346.45		
1942 . . . . .	18,303.09		

Mr. Doucett asked the following Question (No. 178):—

1. Since August 1st, 1934, what contracts have been awarded to the Frontenac Construction Company, Ltd., and indicate: (a) Number of contracts awarded; (b) Nature of work under each contract; (c) Amount of each contract; (d) Amount paid with respect to each contract including extensions and extras; (e) Total amount paid to the company. 2. When was the company incorporated and state whether Dominion or Provincial charter. 3. Where is its head office. 4. Who are the directors and officers of the company.

The Honourable the Minister of Highways replied as follows:—

1. (a) 4; (b) All four contracts were for grading and culverts; (c) Contract No. 36-111—\$23,029.20, Contract No. 37-40—\$67,546.00, Contract No. 37-41—\$72,005.10, Contract No. 37-44—\$39,725.00; (d) Contract No. 36-111—\$45,163.42, Contract No. 37-40—\$119,121.32, Contract No. 37-41—\$213,497.71, Contract No. 37-44—\$30,163.74. Note:—Amount paid to the contractor for Contract 37-41 includes a contribution paid by the Dominion Government under The Unemployment and Agriculture Assistance Act, 1938; (e) \$407,946.19. 2. Incorporated October 5th, 1934. Provincial charter. 3. 69 Yonge Street, Toronto. 4. As on March 31st, 1942—President, L. G. Ogilvie, 767 Upper Roslyn Avenue,



Montreal; Vice-President and Secretary-Treasurer, F. D. Howie, 16 Hammer-smith Avenue, Toronto; Director, S. W. Ogilvie, 5555 Terrabonne, Montreal.

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The following Bills were severally read the third time and were passed:—

Bill (No. 49), An Act to Provide for Collective Bargaining.

Bill (No. 50), An Act to amend The Judicature Act.

Bill (No. 21), An Act to Provide relief for Members of His Majesty's Forces in respect of certain obligations relating to their Homes.

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On motion of Mr. Gordon, seconded by Mr. Conant,

*Ordered*, That this House do forthwith resolve itself into a Committee to consider a certain proposed Resolution respecting the borrowing of money on the credit of the Consolidated Revenue Fund.

Mr. Conant acquainted the House that His Honour the Lieutenant-Governor, having been informed of the subject matter of the proposed Resolution, recommends it to the consideration of the House.

The House then resolved itself into the Committee.

*(In the Committee)*

*Resolved*,

1. That the Lieutenant-Governor in Council be authorized to raise from time to time by way of loan such sum or sums of money as may be deemed expedient for any or all of the following purposes, that is to say: For the public service, for works carried on by commissioners on behalf of Ontario, for the covering of any debt of Ontario on open account, for paying any floating indebtedness of Ontario, and for the carrying on of the public works authorized by the Legislature; Provided that the principal amount of any securities issued and the amount of any temporary loans raised under the authority of this Act, including any securities issued for the retirement of the said securities or temporary loans, at any time outstanding, shall not exceed in the whole Twenty Million Dollars (\$20,000,000).

2. That the aforesaid sum of money may be borrowed for any term or terms not exceeding forty years, at such rate as may be fixed by the Lieutenant-Governor in Council and shall be raised upon the credit of the Consolidated Revenue Fund of Ontario, and shall be chargeable thereupon.

3. That the Lieutenant-Governor in Council may provide for a special sinking fund with respect to the issue herein authorized, and such sinking fund may be at a greater rate than the one-half of one per centum per annum specified in subsection 3 of section 3 of *The Provincial Loans Act*.

Mr. Speaker resumed the Chair; and Mr. Carr reported, That the Committee had come to a certain Resolution.

*Ordered*, That the Report be now received.

*Resolved*,

1. That the Lieutenant-Governor in Council be authorized to raise from time to time by way of loan such sum or sums of money as may be deemed expedient for any or all of the following purposes, that is to say: For the public service, for works carried on by commissioners on behalf of Ontario, for the covering of any debt of Ontario on open account, for paying any floating indebtedness of Ontario, and for the carrying on of the public works authorized by the Legislature; Provided that the principal amount of any securities issued and the amount of any temporary loans raised under the authority of this Act, including any securities issued for the retirement of the said securities or temporary loans, at any time outstanding, shall not exceed in the whole Twenty Million Dollars (\$20,000,000).

2. That the aforesaid sum of money may be borrowed for any term or terms not exceeding forty years, at such rate as may be fixed by the Lieutenant-Governor in Council and shall be raised upon the credit of the Consolidated Revenue Fund of Ontario; and shall be chargeable thereupon.

3. That the Lieutenant-Governor in Council may provide for a special sinking fund with respect to the issue herein authorized, and such sinking fund may be at a greater rate than the one-half of one per centum per annum specified in subsection 3 of section 3 of *The Provincial Loans Act*.

The Resolution having been read the second time, was agreed to, and referred to the House on Bill (No. 57):—

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The following Bill was read a second time:

Bill No. 57), An Act for raising money on the credit of the Consolidated Revenue Fund.

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The following Bill was read the third time and was passed:—

Bill (No. 57), An Act for raising money on the credit of the Consolidated Revenue Fund.

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The House again resolved itself into a Committee to consider Bill (No. 51), The Statute Law Amendment Act, 1943, and, after some time spent therein. Mr. Speaker resumed the Chair; and Mr. Carr reported, That the Committee had directed him to report the Bill without any amendment.

*Ordered*, That the Bill be read the third time to-day.

The House resolved itself into a Committee to consider Bill (No. 52), The Mortgagors' and Purchasers' Relief Act, 1943, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Carr reported, That the Committee had directed him to report the Bill without any amendment.

*Ordered*, That the Bill be read the third time to-day.

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The House resolved itself into a Committee to consider Bill (No. 55), An Act to provide for the Establishment of the Ontario Cancer Treatment and Research Foundation, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill without any amendment.

*Ordered*, That the Bill be read the third time to-day.

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The House resolved itself into a Committee to consider Bill (No. 56), An Act to extend the Duration of the present Legislative Assembly, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill without any amendment.

*Ordered*, That the Bill be read the third time to-morrow.

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The House resolved itself into a Committee to consider Bill (No. 54), An Act to amend The Gasoline Tax Act, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill without any amendment.

*Ordered*, That the Bill be read the third time to-day.

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The House resolved itself into a Committee to consider Bill (No. 53), An Act to amend The Gasoline Handling Act, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had directed him to report the Bill without any amendment.

*Ordered*, That the Bill be read the third time to-day.

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The following Bills were severally read the third time and were passed:—

Bill (No. 51), The Statute Law Amendment Act, 1943.

Bill (No. 52), The Mortgagors' and Purchasers' Relief Act, 1943.

Bill (No. 53), An Act to amend The Gasoline Handling Act.

Bill (No. 54), An Act to amend The Gasoline Tax Act.

Bill (No. 55), An Act to provide for the Establishment of the Ontario Cancer Treatment and Research Foundation.

The House, according to Order, again resolved itself into the Committee of Supply.

*(In the Committee)*

*Resolved*, That there be granted to His Majesty, for the services of the fiscal year ending March 31st, 1944, the following sums:—

34. To defray the expenses of the Main Office, Department of Education.....	\$ 157,000.00
35. To defray the expenses of the Legislative Library, Department of Education.....	15,750.00
36. To defray the expenses of the Public Records and Archives, Department of Education.....	5,200.00
37. To defray the expenses of the Public and Separate School Education, Department of Education.....	6,417,900.00
38. To defray the expenses of the Inspection of Schools, Department of Education.....	588,700.00
39. To defray the expenses of the Departmental Examinations, Department of Education.....	230,100.00
40. To defray the expenses of the Text-Books, Department of Education.....	87,500.00
41. To defray the expenses of the Training Schools, Department of Education.....	105,700.00
42. To defray the expenses of the Toronto Normal School, Department of Education.....	90,800.00
43. To defray the expenses of the Ottawa Normal School, Department of Education.....	39,550.00
44. To defray the expenses of the London Normal School, Department of Education.....	47,900.00
45. To defray the expenses of the Hamilton Normal School, Department of Education.....	43,800.00
46. To defray the expenses of the Peterborough Normal School, Department of Education.....	33,180.00
47. To defray the expenses of the Stratford Normal School, Department of Education.....	32,300.00
48. To defray the expenses of the North Bay Normal School, Department of Education.....	34,000.00
49. To defray the expenses of the University of Ottawa Normal School, Department of Education.....	77,350.00
50. To defray the expenses of the High Schools and Collegiate Institutes, Department of Education.....	896,500.00



51. To defray the expenses of the Public Libraries, Department of Education.....	\$ 106,450.00
52. To defray the expenses of the Vocational Education, Department of Education.....	2,252,250.00
53. To defray the expenses of the Ontario Training College for Technical Teachers, Department of Education.....	4,000.00
54. To defray the expenses of the Superannuated Teachers, Department of Education.....	8,800.00
55. To defray the expenses of the Provincial and other Universities, Department of Education.....	2,055,000.00
56. To defray the expenses of the Ontario School for the Deaf, Belleville, Department of Education.....	153,500.00
57. To defray the expenses of the Ontario School for the Blind, Brantford, Department of Education.....	94,100.00

Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had come to several Resolutions.

*Ordered*, That the Report be received to-day.

Mr. Patterson, from the Committee of Supply, reported the following Resolution:—

*Resolved*, That Supply in the following amounts and to defray the expenses of the Government Departments named be granted to His Majesty for the year ending March 31st, 1944:—

#### DEPARTMENT OF AGRICULTURE:

Main Office.....	\$ 461,623.75
Statistics and Publications Branch.....	14,500.00
Agricultural and Horticultural Societies Branch.....	111,320.00
Live Stock Branch.....	69,989.00
Institutes Branch.....	71,425.00
Dairy Branch.....	140,800.00
Milk Control Board.....	49,250.00
Fruit Branch.....	100,605.00
Agricultural Representatives Branch.....	340,150.00
Crops, Seeds and Weeds Branch.....	47,898.00
Co-operation and Markets Branch.....	23,450.00
Kemptville Agricultural School.....	76,519.00
Ontario Veterinary College.....	79,842.00
Western Ontario Experimental Farm.....	36,586.00
Demonstration Farm, New Liskeard.....	13,800.00
Demonstration Farm, Hearst.....	6,300.00
Northern Ontario Branch.....	29,425.00
Ontario Agricultural College.....	690,562.00
Co-operation and Markets Branch.....	25,000.00

## DEPARTMENT OF ATTORNEY-GENERAL:

Main Office.....	\$ 316,120.00
Supreme Court.....	87,700.00
Shorthand Reporters.....	34,250.00
Toronto and York Crown Attorney's Office.....	27,500.00
Land Titles Office.....	25,300.00
Drainage Referees.....	2,550.00
Criminal Justice Accounts.....	931,900.00
Public Trustee's Office.....	122,600.00
Official Guardian's Office.....	37,600.00
Accountant's Office—Supreme Court of Ontario.....	23,070.00
Fire Marshal's Office.....	57,575.00
Inspector of Legal Offices.....	96,800.00
Law Enforcement Branch (Provincial Police).....	1,213,900.00
Ontario Securities Commission.....	68,500.00

## DEPARTMENT OF EDUCATION:

Main Office.....	157,000.00
Legislative Library.....	15,750.00
Public Records and Archives.....	5,200.00
Public and Separate School Education.....	6,417,900.00
Inspection of Schools.....	588,700.00
Departmental Examinations.....	230,100.00
Text Books.....	87,500.00
Training Schools.....	105,700.00
Toronto Normal School.....	90,800.00
Ottawa Normal School.....	39,550.00
London Normal School.....	47,900.00
Hamilton Normal School.....	43,800.00
Peterborough Normal School.....	33,180.00
Stratford Normal School.....	32,300.00
North Bay Normal School.....	34,000.00
University of Ottawa Normal School.....	77,350.00
High Schools and Collegiate Institutes.....	896,500.00
Public Libraries.....	106,450.00
Vocational Education.....	2,252,250.00
Ontario Training College for Technical Teachers.....	4,000.00
Superannuated Teachers.....	8,800.00
Provincial and other Universities.....	2,055,000.00
Ontario School for the Deaf, Belleville.....	153,500.00
Ontario School for the Blind, Brantford.....	94,100.00

## DEPARTMENT OF GAME AND FISHERIES:

Main Office.....	115,100.00
Districts.....	219,500.00
Game Animals and Birds.....	15,000.00
Macdiarmid.....	3,000.00
Biological and Fish Culture Branch.....	227,225.00
Grants.....	5,400.00
Wolf Bounty.....	40,000.00
Bear Bounty.....	5,000.00
Main Office.....	6,000.00

## DEPARTMENT OF HEALTH:

Main Office.....	\$ 500,550.00
Maternal and Child Hygiene and Public Health Nursing Branch.....	40,450.00
Dental Service Branch.....	15,300.00
Inspection of Training Schools for Nurses Branch.....	18,700.00
Epidemiology Branch.....	269,050.00
Venereal Diseases Branch.....	232,800.00
Tuberculosis Prevention Branch.....	239,490.00
Industrial Hygiene Branch.....	100,300.00
Sanitary Engineering Branch.....	53,200.00
Laboratory Branch.....	195,000.00
Laboratory Divisions Branch.....	143,750.00
Hospitals Branch.....	4,571,300.00

## Ontario Hospitals:

Brampton.....	3,900.00
Brockville.....	472,100.00
Cobourg.....	185,400.00
Fort William.....	75,900.00
Hamilton.....	577,900.00
Kingston.....	503,700.00
Langstaff.....	169,100.00
Langstaff-Concord Unit.....	32,500.00
London.....	659,500.00
New Toronto.....	595,700.00
Orillia Hospital School.....	622,400.00
Penetanguishene.....	292,300.00
Toronto.....	504,700.00
Whitby.....	746,500.00
Woodstock.....	628,800.00
Toronto Psychiatric.....	136,400.00

## DEPARTMENT OF HIGHWAYS:

Main Office.....	406,800.00
Division Offices.....	302,000.00
Municipal Roads Branch.....	60,000.00
Gasoline Tax Branch.....	55,000.00
Miscellaneous Permits Branch.....	15,000.00
Motor Vehicles Branch.....	130,000.00

## DEPARTMENT OF INSURANCE:

Main Office.....	64,100.00
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## DEPARTMENT OF LABOUR:

Main Office.....	102,676.55
Industry and Labour Board.....	8,305.00
Apprenticeship Branch.....	36,755.00
Boiler Inspection Branch.....	30,250.00
Factory Inspection Branch.....	10,970.00

DEPARTMENT OF LABOUR—*Continued*

Board of Examiners of Operating Engineers.....	\$ 34,830.00
Minimum Wage Branch.....	22,495.00
Composite Inspection Division.....	115,950.00
War Emergency Training.....	50,000.00
Dominion-Provincial Youth Training.....	25,000.00

## DEPARTMENT OF LANDS AND FORESTS:

Main Office.....	305,775.92
Land and Recreational Areas Branch.....	59,850.00
Surveys Branch.....	76,609.00
Forest Research Branch.....	12,300.00
Forest Protection Branch.....	14,617.00
Timber Management Branch.....	36,825.00
Field Operations.....	1,240,750.00
Extra Fire Fighting.....	200,000.00
Scaling.....	194,000.00
Rondeau Provincial Park.....	14,425.00
Ipperwash Beach Provincial Park.....	3,500.00
Clearing Townsites and Removal of Fire Hazards.....	15,000.00
Air Service Branch.....	282,621.00
Reforestation and Conservation Branch.....	282,653.00
Lignite Development.....	295,000.00
War Emergency Training and Reconstruction.....	500,000.00
Surveys Branch.....	3,000.00
Law Branch.....	500.00

## DEPARTMENT OF LEGISLATION:

Office of the Speaker.....	259,300.00
Office of the Legislative Counsel.....	14,200.00
Office of Crown-in-Chancery.....	5,400.00
Office of Lieutenant-Governor.....	10,175.00

## DEPARTMENT OF MINES:

Main Office.....	150,950.00
Geological Branch.....	50,000.00
Mines Inspection Branch.....	44,500.00
Laboratories Branch.....	48,300.00
Natural Gas Commissioner.....	19,500.00
Sulphur Fumes Arbitrator.....	5,000.00
Offices of Mining Recorders.....	36,000.00

## DEPARTMENT OF MUNICIPAL AFFAIRS:

Main Office.....	88,819.00
Ontario Municipal Board.....	26,528.00



## DEPARTMENT OF PRIME MINISTER:

Main Office.....	\$ 26,500.00
Office of Executive Council.....	12,000.00
Travel and Publicity Bureau.....	45,700.00
Office of Civil Service Commissioner.....	14,400.00
Office of King's Printer.....	32,600.00
Office of Controller of Finances.....	11,910.00

OFFICE OF PROVINCIAL AUDITOR.....	120,000.00
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## DEPARTMENT OF PROVINCIAL SECRETARY:

Main Office.....	71,085.00
Registrar General's Branch.....	93,455.00
Reformatories and Prisons Branch:	
Main Office.....	246,000.00
Board of Parole.....	17,000.00
Ontario Reformatory, Guelph.....	818,000.00
Mercer Reformatory, Toronto.....	186,000.00
Industrial Farm, Burwash.....	405,000.00
Ontario Training School for Boys, Bowmanville.....	105,500.00
Ontario Training School for Girls, Cobourg.....	71,000.00

## DEPARTMENT OF PROVINCIAL TREASURER:

Main Office.....	128,400.00
Office of Budget Committee.....	8,000.00
Motion Picture Censorship and Theatre Inspection Branch...	39,000.00
Controller of Revenue Branch.....	230,000.00
Post Office.....	174,792.00
Main Office.....	800,000.00

## DEPARTMENT OF PUBLIC WELFARE:

Main Office.....	270,400.00
Day Nurseries Branch.....	182,500.00
Children's Aid Branch.....	209,000.00
Mothers' Allowances Commission.....	4,100,000.00
Old Age Pensions Commission.....	4,760,000.00
Old Age Pensions Commission Branches.....	10,286,000.00

## DEPARTMENT OF PUBLIC WORKS:

Main Office.....	152,000.00
General Superintendence.....	19,800.00
Lieutenant-Governor's Apartment.....	3,800.00
Legislative and Departmental Buildings.....	425,900.00
Osgoode Hall.....	38,000.00
Educational Buildings.....	7,400.00
Agricultural Buildings.....	6,100.00
Training Schools.....	500.00
District Buildings.....	14,425.00
Ontario Hospitals.....	42,000.00

DEPARTMENT OF PUBLIC WORKS—*Continued*

Ontario Reformatories.....	\$ 475.00
Public Works.....	15,000.00
Ontario Government Office Building, Kingston.....	4,300.00
Miscellaneous.....	12,000.00
Ontario Hospitals.....	25,000.00
Ontario Reformatories.....	2,000.00
District Buildings.....	17,000.00
Fish Hatcheries.....	1,000.00
Agricultural Buildings.....	2,000.00
Public Works.....	17,500.00
Miscellaneous.....	61,000.00
MISCELLANEOUS.....	104,400.00

## DEPARTMENT OF HEALTH:

Grant—Cancer Control—The Ontario Cancer Treatment and Research Foundation.....	500,000.00
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## DEPARTMENT OF MUNICIPAL AFFAIRS:

Main Office.....	200,000.00
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The several Resolutions, having been read a second time, were concurred in.

The House, according to Order, resolved itself into the Committee of Ways and Means.

*(In the Committee)*

*Resolved*, That there be granted out of the Consolidated Revenue Fund of this Province a sum not exceeding Sixty-three million, one hundred and thirty-six thousand, seven hundred and twenty-six dollars and twenty-two cents to meet the Supply to that extent granted to His Majesty.

Mr. Speaker resumed the Chair; and Mr. Patterson reported, That the Committee had come to a Resolution.

*Ordered*, That the Report be received forthwith.

Mr. Patterson, from the Committee on Ways and Means, reported a Resolution, which was read as follows:—

*Resolved*, That there be granted out of the Consolidated Revenue Fund of this Province a sum not exceeding Sixty-three million, one hundred and thirty-six thousand, seven hundred and twenty-six dollars and twenty-two cents to meet the Supply to that extent granted to His Majesty.

The Resolution, having been read the second time, was agreed to:

The following Bill was then introduced and read the first time:—

Bill (No. 58), intituled, "An Act for granting to His Majesty certain sums of Money for the Public Service of the Financial Year ending the 31st day of March, 1944." *Mr. Gordon.*

*Ordered*, That the Bill be read the second time forthwith.

The Bill was then read a second time.

*Ordered*, That the Bill be read a third time forthwith.

The Bill was then read the third time and passed.

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Mr. Kennedy moved, seconded by Mr. Challies,

That in the opinion of this House, The Hydro-Electric power resources of this Province belong to all the people and are so distributed and of such capacity that electric energy should be available on equal terms to all municipalities which can be economically served; and

It is desirable therefore that The Hydro-Electric Power Commission Act be amended immediately to provide for a uniform rate to all municipalities and rural power districts free from service charge.

And a Debate having arisen, after some time,

Mr. Houck moved in amendment, seconded by Mr. Smith,

That the motion be amended by striking out all the words after the word "House" where it first appears and substituting therefor the following:—

The Hydro-Electric Power Commission of Ontario be required to,—

- (a) Examine the causes of differences in the cost of power supplied municipalities and rural power districts in Ontario;
- (b) Consider, in conjunction with partner municipalities concerned, ways and means of eliminating or reducing such differences.
- (c) Consider the advantages and disadvantages of service charges in connection with rural billing and the advisability of changes in this practice.

And that the Hydro-Electric Power Commission of Ontario be required to report to the Lieutenant-Governor in Council the result of their examination and consideration of such matters, said report to be tabled in this House within 15 days after the opening of the next ensuing Session and copies to be furnished to all Members of the Legislative Assembly as soon as the report is available.

The Debate continued and, after some time, the amendment to the motion being put, was declared carried.

The Motion as amended then being put was declared carried.

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The Motion of Mr. Drew, That in the opinion of this House,—The achievement of Canada's full military strength demands that all members of our Armed Forces be free to devote their entire mental and physical energy to the military tasks in which they are engaged. It is therefore in the best interests of the nation that those who enter military service be given legal protection against the economic consequences of their service. For that reason in all cases where the ability of those in military service and their dependents to meet their financial obligations has been materially reduced by such service, the Government should take such steps as are necessary to give effective legal protection against forfeiture of instalment contracts, cancellation of life insurance policies up to \$10,000, judgments or other legal proceedings for debts incurred before entering military service, and other embarrassing financial obligations. These provisions should be subject to the express conditions that those able to pay cannot evade their obligations by this device, and that just protection be assured to creditors under simple and effective procedure before the courts. It should be clearly provided that there is no cancellation of obligations but merely deferment with justice to all concerned.

Was, with the consent of the House, withdrawn.

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Mr. Summerville moved, seconded by Mr. Doucett,

That in the opinion of this House, a Fuel Committee should be appointed to inquire into the fuel situation in this Province, and to recommend to the Government such measures as should be adopted to assure the greatest possible supply of fuel for the coming winter.

And a Debate having arisen.

And the House having continued to sit until twelve of the clock midnight,

Wednesday, April 14th, 1943.

The Debate continued, and after some time the motion having been put, was declared lost on the following Division:—

#### YEAS

Acres  
Challies  
Doucett  
Drew

Duckworth  
Elgie  
Frost  
Glass

Henry  
Reynolds  
Stewart  
Summerville—12



## NAYS

Anderson	Freeborn	King
Ballantyne	Gordon	Laurier
Bégin	Guthrie	MacGillivray
Belanger	Habel	Mercer
Bradley	Hagey	Miller
Carr	Heenan	McQuesten
Conant	Hipel	Patterson
Croome	Houck	Smith
Cross	Hunter	Strachan
Dewan	Kelly	Trottier—31
Duncan		

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Mr. Challies moved, seconded by Mr. Frost.

That there be laid before this House a Return showing: Copy of Brief re St. Lawrence Deep Waterway (McNulty, Charleson & Anglin, \$697.84; D. C. Wells \$1,357.50) as represented by expenditure of \$2,255.34, Page Q-18, Public Accounts, 1942.

And the motion having been put was declared lost.

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On motion of Mr. Hepburn (Prince Edward-Lennox), seconded by Mr. Summerville,

*Ordered*, That there be laid before this House a Return showing: 1. For each of the fiscal years ending March 31st, 1937, to 1942, inclusive, the cutting rights granted to companies, firms or individuals as to all classes of timber and including pulpwood, poles and ties, where such cutting rights have been granted on pulpwood concessions and to others than the holders of such concessions, and specifying: (a) Name of pulp concession on which cutting rights granted; (b) To whom cutting rights granted (other than concessionaire); (c) Date of license or permit, specifying nature of authority; (d) Term of license or permit; (e) Description of area affected; (f) Kinds of timber covered by license or permit; (g) Rates of Crown dues and of bonus in each instance; (h) Arrangements with the Government as to any export privileges granted or to be granted; (i) Rate of ground rent and by whom paid or payable; (j) Rate of fire tax and by whom paid or payable; (k) Indicating in each instance particulars of any objections to the granting of such cutting rights raised by holders of the pulpwood concessions affected.

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The motion of Mr. Stewart. That there be laid before this House a Return showing: (a) The number of males appointed to the public service of the Province of Ontario and to every Board and Commission of the Government, since Canada entered the present war; (b) Name of appointee; (c) Date of appointment;

(*d*) Age of appointee at date of appointment; (*e*) Indicating whether appointed to the public service or to what board or commission; (*f*) Salary at which appointed; (*g*) Position to which appointed; (*h*) Indicating whether appointed to temporary or to permanent staff at date of appointment; (*i*) Indicating whether since appointed to permanent staff, giving date of permanent appointment if such has been made; (*j*) Indicating to what date the return covers.

Was, with the consent of the House, withdrawn.

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The House then adjourned at 12.20 a.m.

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### WEDNESDAY, APRIL 14TH, 1943

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PRAYERS.

11 O'CLOCK A.M.

Mr. Hagey, from the Standing Committee on Public Accounts, presented its Report which was read, as follows, and adopted:—

Your Committee held twelve meetings on the following dates: March 23rd, 24th, 29th, 31st, April 1st, 5th, 6th, 8th, 9th, 12th, 13th and 14th.

Your Committee has had produced before it documents and records, and has heard evidence in connection with motor cars purchased by each department of the Government, the use of and expense of operation of all cars owned by the Government; mileage accounts and car rentals; particulars of Highways Department contract number 41-428 and work done under that contract; particulars and expenditures under contracts referable to a highway between Hearst and Geraldton; profits and revenues of the Liquor Control Board; details of costs and charges entering into the price paid by the public for beer, wine and liquor; expenditures relative to maintenance of the Industrial Farm at Burwash; and matters relevant to the revenue and expenditures of Ontario for the fiscal year ending March 31st, 1942.

Your Committee begs to report the evidence taken, transcript of which is hereto attached, and exhibits filed.

Your Committee examined the following witnesses: R. A. McAllister, Deputy Minister of Public Works; J. D. Millar, Acting Deputy Minister of Highways; F. A. MacDougall, Deputy Minister of Lands and Forests; H. Cotnam, Provincial Auditor; Wm. T. Noonan, engineer, District 8, Department of Highways; W. G. Clarke; John D. Foster, instrument man, Department of Highways; Commissioner Wm. H. Stringer, Provincial Police; Inspector Edward Hales, Provincial Police; Hon. St. Clair Gordon, Chairman, Liquor Control Board; A. W. Nicol, secretary to the Attorney-General; W. A. Amey; R. A. Peterson; C. F. Neelands, Deputy Provincial Secretary; Thomas Johnston, superintendent, Highways Department garage; H. B. Lindsay.

Mr. Doucett asked the following Question (No. 86):—

1. What services have been performed for the Government since January 1st, 1942, by J. L. Cohen, K.C.
2. What amounts have been paid to him.
3. What amounts still remain to be paid.

The Honourable the Prime Minister and Attorney-General replied as follows:—

1. Legal advice to the Minister of Labour.
2. None.
3. No account has been rendered.

Mr. Elgie asked the following Question (No. 111):—

1. Since November 1st, 1935, what new buildings or extensions to existing buildings have been constructed at the Ontario Reformatory at Guelph.
2. What accommodation for inmates has been added by such new construction, specifying whether by dormitories or by cells.
3. What was the cost of each new building or extension so constructed.
4. To what persons, firms or companies were contracts let in connection with such new buildings or extensions, specifying: (a) Name of contractor; (b) Nature of contract; (c) Amount of contract; (d) Particulars of extras added to the several contracts with amount involved in each case.
5. Were brick, tile and other ceramics manufactured at the Ontario Brick and Tile Plant, Mimico, used exclusively; if not, state kinds and quantities of such material purchased from private sources and amount paid each vendor.
6. To what extent was inmate labour used in connection with the new buildings and extensions.

The Honourable the Minister of Public Works replied as follows:—

1. Assembly hall, new cell block, new dairy barn, silo and root house.
2. 309 cells.
3. Assembly hall, \$31,944.54; new cell block, \$309,242.39; new dairy barn, silo and root house, \$8,651.16.

4.	(a)	(b)	(c)	(d)
Assembly Hall—				
	Vulcan Asphalt & Supply Co....	Mastic flooring	\$1,402.20	Nil
	Hamilton Bridge Co.....	Supply and erection of structural steel	6,085.00	Nil
	Connelly Marble & Tile Co.....	Marble terrazzo border	280.00	Nil
	Heather & Little Co.....	Roofing and insulation	1,253.00	Nil
Cell Block—				
	Wheeler and Bain, Ltd.....	Roofing and sheet metal work	5,754.85	Nil
	J. & J. Taylor, Safe Works.....	Locking devices	14,045.21	Nil
	Canadian Blower & Forge Co....	Supply and installation electric ventilators	2,975.00	Nil
	L. V. Smith.....	Lathing and plastering	10,640.25	Nil
		Stucco work	2,074.00	Nil
	Dafoe Metallicrete Floor Co.....	Metallicrete flooring	10,181.95	Nil
	W. W. LaChance.....	Supply and instal ventilators	373.00	Nil

The various materials required for the construction of these buildings were purchased from time to time as the work progressed and were installed by the Reformatory Staff mechanics and inmates, augmented by outside skilled mechanics where considered necessary. The exceptions to this procedure are shown by the above listed contracts which gives the extent of the work done at the job by outside firms. 5. Yes, with the exception of 8,450 oriental type buff brick supplied by the Toronto Brick Company at a cost of \$222.79. 6. Inmate labour was used on all projects for excavations, unskilled and general labouring work, and for the manufacturing of most of the special custodial metal work such as grilles, guards, cell fronts, and cell door locking mechanisms and controls.

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Mr. Downer asked the following Question (No. 155):—

1. As of March 31st, 1942, and as of December 31st, 1942, what was the funded indebtedness of the Temiskaming and Northern Ontario Railway; (a) Guaranteed by the Province of Ontario; (b) Not guaranteed by the Province of Ontario. 2. As of March 31st, 1942, and as of December 31st, 1942, what was the unfunded debt of the Temiskaming and Northern Ontario Railway: (a) Guaranteed by the Province of Ontario; (b) Not guaranteed by the Province of Ontario.

The Honourable the Provincial Treasurer replied as follows:—

1. (a) March 31st, 1942—\$5,546,000; December 31st, 1942—\$5,546,000; (b) March 31st, 1942—Nil; December 31st, 1942—Nil. 2. (a) March 31st, 1942—\$1,400,000; December 31st, 1942—\$900,000; (b) March 31st, 1942—Nil; \*December 31st, 1942—\$100,000.

\*NOTE: This was a short loan negotiated by the Commission and was paid off on January 14th, 1943.

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Mr. Downer asked the following Question (No. 163):—

1. When was the barn at the Ontario Hospital, London, destroyed by fire. 2. What was the size of the barn destroyed, of what construction and what stock was ordinarily housed therein. 3. Were any other buildings destroyed on the same occasion, and if so, give particulars. 4. What is the estimated cost of replacing the buildings destroyed. 5. Was it necessary to dispose of the herd of cattle at the hospital following the fire, and if so, what was the number of cattle in the herd, by what method was the herd disposed of, and what amount was realized. 6. Was an investigation made as to the cause of the fire, and if so, what were the findings. 7. Have any steps been taken to replace the buildings destroyed, and if so, give particulars. 8. If the dairy herd was disposed of, what are the present arrangements for milk supply for patients and staff, stating: (a) Approximate monthly milk purchases; (b) Unit prices; (c) From whom purchased; (d) Whether purchases by competitive tender.

The Honourable the Minister of Health replied as follows:—



1. August 20th, 1940, at 12.13 a.m. 2. Main Cattle Barn: 34 feet by 210 feet (one gable portion 46 feet wide); two stories; height, ground to peak of roof, 32 feet. Attached Straw Barn: 40 feet by 70 feet by 32 feet high from ground to ridge. Silos: Upper wooden portion of two silos and roof and silo doors were burned; silos were 18 feet in diameter; height of wooden portion burned was 18 feet. Construction of Buildings: Barns had exterior walls of brick, interior and roof construction of wood; roof shingles were asphalt; silos had exterior walls of reinforced concrete with upper portion and roof of frame construction. Dairy cattle were housed therein. 3. No other buildings were damaged. 4. Building not replaced, no estimate made. 5. Yes, in part due to the burning of the barn, also approximately 50 acres of the farm was taken over by the Dominion Government. The remaining acreage was insufficient for the maintenance of the dairy herd. The herd consisted of 88 head of cattle, 84 of which were sold at public auction. Amount realized was \$8,658.07. 6. Enquiries made by the Fire Marshal as to the cause revealed the fire to be of undetermined origin. 7. No. 8. Raw milk is purchased from three producers and pasteurized at the hospital dairy. (a) 48,000 lbs. of raw milk are purchased monthly from three producers; (b) Unit price is \$2.35 per 100 lbs. plus 25% subsidy. Bonus is paid for milk having a butter fat content greater than 3.4%. The Milk Board schedule is adhered to rigidly; (c) From whom purchased: J. Hill, R.R. No. 4, Thorndale; C. Leatch, R.R. No. 4, Thorndale; J. H. McIntyre, R.R. No. 1, Dorchester; (d) Selection was made from a list provided by the Secretary, London District, Co-operative Milk Producers Association after inspection of the premises had been made by a qualified Veterinary Inspector.

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Mr. Doucett asked the following Question (No. 170):—

1. Has the fireplace in the office of the Honourable the Prime Minister been redesigned or rebuilt, and if so, state: (a) When work performed and on whose instructions; (b) Names of persons, companies or firms performing the work and amount paid or to be paid each; (c) General nature of alterations; (d) Total cost of alterations. 2. Was stone used in reconstruction, and if so, state where and how secured and at what cost. 3. What fuel is used, where is it secured, how, and at what cost since November 1st, 1942. 4. Have trucks owned by the Government or any Board or Commission of the Government been used in securing material for reconstruction of fireplace or in securing fuel supply; and if so, state: (a) Number of trucks used and mileage travelled by each; (b) Number of drivers and helpers used with each truck.

The Honourable the Minister of Public Works replied as follows:—

1. No. To conform to the request of the Power Controller to conserve power, the electric grate was removed and back and sides of fireplace were lined with fire brick to make suitable for open fireplace, to supplement the heating system. (a) October, 1942, on instructions of the Deputy Minister of Public Works; (b) Work performed by the regular maintenance mechanical staff; (c) Answered by No. 1; (d) \$10.80 for material. 2. No. 3. Wood. Purchased as follows:—

Johnson Coal and Wood Co.....	\$18.25
Mutual Wood Supply Co.....	18.25
	<hr/>
	\$36.50

4. Yes, two. One for cartage of fire brick purchased f.o.b. supply firm's yard, cost 58c. Round trip approximately 4 miles with one driver. One, for cartage of fuel from supply firm's yard at Leaside, cost \$3.40. Round trip approximately 12 miles with one driver.

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Mr. Downer asked the following Question (No. 172):—

1. What are the estimated annual financial savings to the Government of the Province of Ontario by reason of curtailment or abandonment of activities and services at the Boys' School, Bowmanville, the Girls' School, Galt, the Toronto Normal School, the School for the Deaf, Belleville, the Kemptville Agricultural School and at other provincial institutions, caused by the loaning to the Government of the Dominion of Canada, specifying the estimated annual saving with respect to each building or group of buildings loaned.

The Honourable the Minister of Education replied as follows:—

There are too many factors involved such as provision of alternative accommodation, transfers of equipment and staff and renting of other premises to make any accurate estimate of either saving or added expense with respect to these institutions.

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The following Bill was read the third time and was passed:—

Bill (No. 56), An Act to extend the Duration of the present Legislative Assembly.

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The Provincial Secretary presented to the House, by command of the Honourable the Lieutenant-Governor:—

Annual Report of the Ontario Municipal Board to December 31st, 1942. (*Sessional Papers No. 24.*)

Also, Report of the Department of Municipal Affairs for the year ending March 31st, 1943. (*Sessional Papers No. 31.*)

Also, Report of The Workmen's Compensation Board of Ontario for the year 1942. (*Sessional Papers No. 28.*)

Also, Report of the Minister of Public Welfare, Province of Ontario, for the fiscal year 1941-1942. (*Sessional Papers No. 19.*)

Also, Report relating to the Registration of Births, Marriages and Deaths in the Province of Ontario for the year ending 31st December, 1942. (*Sessional Papers No. 13.*)

Also, Annual Report of the Temiskaming and Northern Ontario Railway Commission for the fiscal year ending March 31st, 1942. (*Sessional Papers No. 23.*)

Also, Return to an Order of the House dated April 8th, 1943, That there be laid before the House a Return showing: 1. Since the present Government took office what municipal requests to issue debentures or other securities in relation to borrowings have been refused by the Ontario Municipal Board, specifying: (a) Name of municipality; (b) Amount of proposed issue in each instance; (c) Purpose of proposed borrowing in each instance; (d) Date of each application; (e) Reason for refusal to permit issue of debentures or other securities. (*Sessional Papers No. 63.*)

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The Honourable the Lieutenant-Governor entered the Chamber of the Legislative Assembly and being seated upon the Throne,

Mr. Speaker addressed His Honour in the following words:—

*May it please Your Honour:*

The Legislative Assembly of the Province has at its present Sittings thereof passed several Bills to which, in the name and on behalf of the said Legislative Assembly, I respectfully request Your Honour's Assent.

The Clerk Assistant then read the titles of the Acts that had passed severally as follows:—

An Act respecting the Town of Petrolia.

An Act respecting the Woodstock, Thames Valley and Ingersoll Electric Railway Company.

An Act respecting the Babies' Dispensary Guild, Hamilton.

An Act respecting the Village of Norwood.

An Act respecting the Townships of Osgoode and Gloucester.

An Act respecting the City of Sudbury.

An Act respecting the Township of Tarentorus.

An Act respecting the Township of East York.

An Act respecting the United Counties of Stormont, Dundas and Glengarry.

An Act respecting the City of Hamilton.

An Act respecting the City of Toronto.

An Act respecting the Incorporated Synod of the Diocese of Ontario and St. Thomas Church, Belleville.

An Act respecting the Township of Etobicoke.

An Act respecting the Town of Cornwall.

An Act respecting the City of Windsor.

An Act respecting the United Farmers Co-operative Company Limited.

An Act to provide relief for Members of His Majesty's Forces in respect of certain obligations relating to their Homes.

An Act to amend The Highway Traffic Act.

An Act to amend The Public Health Act.

An Act to amend The Veterinary Science Practice Act.

An Act to amend The Mining Act.

An Act to amend The Public Hospitals Act.

An Act to amend The Power Commission Insurance Act.

An Act to amend The Mental Hospitals Act.

An Act to amend The Power Commission Act.

An Act to provide Relief to Lessors under Gas and Oil Leases.

An Act to provide for the Establishment of a Committee to consider Social Security and the Rehabilitation of Members of the Forces and Civilians.

An Act to amend The Tile Drainage Act.

An Act to amend The Municipal Drainage Aid Act.

An Act to confirm Tax Sales.

The Cheese and Hog Subsidy Act, 1943.

The School Law Amendment Act, 1943.

The Sugar Beet Subsidy Act, 1943.

An Act to provide for Control of Waters in the Thames River.

An Act to amend The Fatal Accidents Act.

An Act to amend The Venereal Diseases Prevention Act, 1942.

An Act to amend The Workmen's Compensation Act.

An Act to provide for the Adjustment of Loans made for Farming Purposes under the provisions of The Agricultural Development Act, The Farm Loans Act and The Northern Development Act.



The Assessment Amendment Act, 1943.

The Municipal Amendment Act, 1943.

An Act to provide for Collective Bargaining.

An Act to amend The Judicature Act.

The Statute Law Amendment Act, 1943.

The Mortgagors' and Purchasers' Relief Act, 1943.

An Act to amend The Gasoline Handling Act.

An Act to amend The Gasoline Tax Act.

An Act to provide for the Establishment of the Ontario Cancer Treatment and Research Foundation.

An Act to extend the Duration of the present Legislative Assembly.

An Act for raising Money on the Credit of the Consolidated Revenue Fund:

To these Acts the Royal Assent was announced by the Clerk of the Legislative Assembly in the following words:—

"In His Majesty's name, His Honour the Lieutenant-Governor doth assent to these Acts."

Mr. Speaker then said:—

*May it please Your Honour:*

We, His Majesty's most dutiful and faithful subjects, the Legislative Assembly of the Province of Ontario, in Session assembled, approach Your Honour with sentiments of unfeigned devotion and loyalty to His Majesty's person and Government, and humbly beg to present for Your Honour's acceptance a Bill intituled, "An Act for granting to His Majesty certain sums of money for the Public Service of the financial year ending the 31st day of March, 1944."

To this Act the Royal Assent was announced by the Clerk of the Legislative Assembly in the following words:—

"The Honourable the Lieutenant-Governor doth thank His Majesty's dutiful and loyal Subjects, accept their benevolence and assent to this Bill in His Majesty's name."

His Honour was then pleased to deliver the following speech:—

*Mr. Speaker and Gentlemen of the Legislative Assembly:*

As your legislative duties are now ended, may I express my appreciation

of the services you have rendered and the attention you have given to the various measures, some of considerable importance, which have been before you.

The Act you have passed respecting the waterpowers of the Ottawa River brings to a satisfactory conclusion discussions which have extended over many years with regard to the allocation of power sites in the inter-provincial section of the river. The Ontario Hydro-Electric Power Commission will now be able to proceed with plans and works for the development of those sections reserved for the Province of Ontario.

You have also taken the necessary steps to enable work to commence on the extensive iron ore deposits at Steep Rock Lake in the Rainy River district. This undertaking will assume growing importance in the mining and industrial life of the province. These two measures are indicative of the expanding development of the province's natural resources along careful and well-planned lines.

Concern for the farmers of the province who are asked to increase production for war purposes while facing an acute labour shortage is evidenced by your lengthy discussion of their problems. Although the province is doing everything possible to supply seasonal and casual labour, the root of the problem is manpower, the control of which rests with the Dominion Government. You have, however, taken various steps to aid and encourage our farmers in the outstanding work they have been doing since the war began. The subsidies on cheese and hogs are to be continued and you have also provided for a subsidy on sugar beets. Government loans to farmers are to be dealt with by county and district court judges who will have power to deal with principal and interest arrears. This measure will bring relief to those whose mortgages are now falling due and who otherwise would be in danger of losing their properties. Reduction of the interest rate from 4% to 3% on outstanding and new debentures under the Tile Drainage Act and Municipal Drainage Act will also be of material help to the farming community.

The Act you have passed establishing a committee to consider social security and rehabilitation of members of the forces and civilians, provides a method by which examination may be made of these and allied problems and their relationship to federal, provincial and municipal jurisdictions. This study, involving the health, employment and security of all our citizens, is of far-reaching significance. The legislation which will ultimately result, implementing the constitutional, financial and administrative aspects of the proposals to be reviewed, will be among the most important ever placed on the statute books of the province, and it is imperative that the closest study should be given to all the details involved. The work of the committee, I am sure, will be followed with close attention by all our citizens.

Relief for members of the armed forces and their dependents, has been provided and will afford safeguards in those cases where inability to meet obligations affecting their homes is attributable to enlistment in His Majesty's forces. It will be generally agreed that such men should not be left in a position where they might suffer the loss of their homes by reason of their services to their country.

The proposal of the Government to increase Mothers' Allowances by 20%

has earned widespread approval. It is estimated this will cost an additional \$800,000 per annum and will cover the present increase in the cost of living and take care of any further increase likely to develop during the next year. An additional expenditure of \$1,000,000 is also contemplated in the provision you have made for increasing Old Age Pensions in cases of necessity.

The problem of juvenile delinquency, aggravated by the absence of many fathers on military service and the engagement of many mothers in auxiliary war services or war work has received your consideration, and the sum of \$250,000 has been placed in the estimates of the Department of Education to be devoted, in collaboration with the Dominion authorities, to a youth fitness and recreational programme. There are many worthy organizations sponsoring activities designed to promote youth health, recreation and morale, and it is the intention of my Ministers to assist and extend the activities of these organizations in every possible way.

Under the Dominion-Provincial War Emergency Training Programme thousands of men and women have been trained for all branches of the armed services and war industries and \$400,000 was voted for this work last year. This activity will be continued and merged with the reconstruction programme and the sum of \$500,000 has been placed in the estimates of the Department of Lands and Forests for this purpose.

The announcement by the Minister of Education that a system of provincial scholarships will be instituted this autumn is a progressive step in the history of education in Ontario which will merit general approval. The minimum salary for public school teachers has also been increased from \$600 to \$800 by an amendment to The Public Schools' Act.

The report you have received from the Minister of Health, indicating that for the first time in its history Ontario has now the lowest tuberculosis death rate in Canada, is most gratifying. I note with gratification that you have increased the vote for combating venereal disease from \$142,000 to \$250,000, and it is to be hoped that the measures outlined to you will be effective in controlling this disease. The Department has given substantial assistance to the military authorities with regard to the health of the armed forces located in the province and the statement that over 360,000 specimen examinations of various types have been made in the provincial laboratories indicates the extent to which this assistance has grown. To this may be added more than 200,000 examinations for the Red Cross Blood Bank. These services are continually being improved and expanded.

For some years past the Department of Health has been carrying out and sponsoring work with respect to the cause and treatment of cancer, which ranks second as a cause of death in the province. The establishment of the Ontario Cancer Treatment and Research Foundation, with an initial grant of \$500,000, will provide a broader basis for the development and extension of this all-important work, particularly in relation to research.

The extension of Hydro service to rural consumers, which has been vigorously pressed forward in recent years, received a severe set-back owing to restrictions on the use of materials and power consumption imposed by the Dominion Metals



Controller and Power Controller. The Assembly was pleased to hear, therefore, that through representations of the Hydro-Electric Power Commission certain restrictions have been relaxed, which will enable electric current to be supplied to some new customers, many of whom had purchased equipment and had made plans for using current before these restrictions went into effect.

The Bill you have passed giving statutory recognition to the principle of collective bargaining will, it is hoped, remove one of the most serious causes of dispute between employers and employees, and will contribute materially to the maintenance of industrial peace in the Province.

To compensate for the shortage of persons available for industry and farming, a reduction in the age of persons eligible to operate all motor vehicles, has been effected by amendments to The Highway Traffic Act and The Public Vehicles Act.

Travelling by County Court Judges will be reduced to a minimum for the period of the war by the suspension of certain sections of The County Judges' Act.

The Act to enable the establishment of a commission with power to undertake works for controlling the waters of the Thames River and its tributaries marks another forward step in flood control in the province.

The provision you have made for selling coloured or treated gasoline free of tax to farmers and others entitled to it, but from whom the tax has previously been collected and subsequently refunded, will eliminate this somewhat troublesome procedure.

With respect to the financial position of the province, it is to be noted with satisfaction that the Budget of the Provincial Treasurer indicates a substantial surplus on ordinary account and a marked reduction in the gross and net debts. The intention to invest five million dollars of provincial funds in the approaching Victory Loan will undoubtedly commend itself to the citizens of Ontario and of Canada as further proof of our united desire to assist in every way possible in the prosecution of the war.

In closing, I wish to thank you for the manner in which you have applied yourselves to your legislative duties and for the financial provisions you have made for carrying on the affairs of the Province for another year. I trust under Divine Providence the legislation you have enacted will be of enduring benefit to the citizens of the Province.

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The Provincial Secretary then said:—

*Mr. Speaker and Gentlemen of the Legislative Assembly:—*

It is the will and pleasure of the Honourable the Lieutenant-Governor that this Legislative Assembly be prorogued and this Legislative Assembly is accordingly prorogued.





# **Journals of the Legislative Assembly**

## **PROVINCE OF ONTARIO**

### **1943**

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#### **APPENDIX No. 1**

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Report, Minutes and Proceedings of the Standing  
Committee on Public Accounts

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Session of 1943



# Report of the Standing Committee on Public Accounts

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## SESSION OF 1943

*To the Honourable the Legislative Assembly of the Province of Ontario:*

Gentlemen:

Your Committee held twelve meetings on the following dates: March 23rd, 25th, 29th, 31st, April 1st, 5th, 6th, 8th, 9th, 12th, 13th and 14th.

Your Committee has had produced before it documents and records, and has heard evidence in connection with motor cars purchased by each department of the Government, the use of and expense of operation of all cars owned by the Government; mileage accounts and car rentals; particulars of Highways Department contract number 41-428 and work done under that contract; particulars and expenditures under contracts referable to a highway between Hearst and Geraldton; profits and revenues of the Liquor Control Board; details of costs and charges entering into the price paid by the public for beer, wine and liquor; expenditures relative to maintenance of the Industrial Farm at Burwash; and matters relevant to the revenue and expenditures of Ontario for the fiscal year ending March 31st, 1942.

Your Committee begs to report the evidence taken, transcript of which is hereto attached, and exhibits filed.

Your Committee examined the following witnesses: R. A. McAllister, Deputy Minister of Public Works; J. D. Millar, Acting Deputy Minister of Highways; F. A. MacDougall, Deputy Minister of Lands and Forests; H. Cotnam, Provincial Auditor; Wm. T. Noonan, engineer, District 8, Department of Highways; W. G. Clarke; John D. Foster, instrument man, Department of Highways, Commissioner Wm. H. Stringer, Provincial Police; Inspector Edward Hales, Provincial Police; Hon. St. Clair Gordon, Chairman, Liquor Control Board; A. W. Nicol, secretary to the Attorney-General; W. A. Amey; R. A. Peterson; C. F. Neelands, Deputy Provincial Secretary; Thomas Johnston, superintendent, Highways Department garage; H. B. Lindsay.

All of which is respectfully submitted.

H. LOUIS HAGEY,  
*Chairman.*

Public Accounts Committee Room,  
Wednesday, April 14th, 1943.



# Minutes

## COMMITTEE ON PUBLIC ACCOUNTS, 1943

Public Accounts Committee Room,  
Parliament Buildings,  
Toronto, March 23rd, 1943.

The Select Standing Committee to which was referred the examination of the Public Accounts for the fiscal year commencing April 1st, 1941, and ending March 31st, 1942, composed of the following Members: Messrs. Conant, Acres, Anderson, Armstrong, Arnott, Baker, Ballantyne, Belanger, Black, Blakelock, Bradley, Brownridge, Campbell (Kent East), Carr, Challies, Clark, Cooper, Cox, Cross, Dewan, Dickson, Doucett, Downer, Drew, Duckworth, Dunbar, Duncan, Elgie, Elliott, Fairbank, Fletcher, Freeborn, Frost, Gardhouse, Glass, Gordon, Habel, Hagey, Heenan, Henry, Hepburn (Elgin), Hipel, Houck, Kelly, Kennedy, King, Kirby, Lamport, Laurier, Macaulay, Macfie, MacGillivray, MacKay, Mercer, Miller, Murphy, Murray, McArthur, McEwing, McQuesten, Newlands, Nixon (Brant), Nixon (Temiskaming), Oliver, Patterson, Reynolds, Smith, Stewart, Strachan, Welsh, met this day for organization.

Present: Messrs. Armstrong, Baker, Belanger, Bradley, Brownridge, Carr, Clark, Cooper, Dewan, Doucett, Drew, Duckworth, Dunbar, Elgie, Fairbank, Fletcher, Freeborn, Glass, Habel, Hagey, Heenan, Hipel, Kirby, Laurier, Macfie, Mackay, Miller, Murray, McEwing, McQuesten, Newlands, Nixon (Brant), Nixon (Temiskaming), Strachan.

Major Alex. C. Lewis, Clerk of the House, called for nominations for chairman. Mr. Strachan, seconded by Mr. McQuesten, nominated Mr. Hagey as chairman. There being no other nominations, Major Lewis declared Mr. Hagey elected.

Moved by Mr. Drew, seconded by Mr. Doucett,

That the Deputy Minister of Public Works be directed to prepare a statement showing: 1. All motor cars purchased by each department of the Government of Ontario during the fiscal year ending March 31st, 1942. 2. The expense of operating the said cars. 3. The purchase price of the said cars, and cost of operating all cars operated by the various departments during the said fiscal year ending March 31st, 1942.

And that the Deputy Minister of Public Works attend at the next meeting of this Committee to give evidence regarding the use of the said cars, the method of purchase, and all details regarding mileage accounts and car rentals.

And that the said Deputy Minister bring with him such books and other

records as are necessary to explain the details of the various items under consideration.

Carried.

After discussion, it was agreed to meet Thursday morning at 10 a.m. to permit Mr. Drew to present further resolutions.

The Committee adjourned until 10 o'clock a.m. on Thursday, March 25th, 1943.

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## SECOND SITTING

Public Accounts Committee Room,  
Parliament Buildings,  
Toronto, March 25th, 1943.

The Committee met at 10 a.m.

Mr. Hagey in the chair.

Present: Messrs. Armstrong, Baker, Belanger, Black, Brownridge, Campbell, Carr, Challies, Clark, Dewan, Doucett, Drew, Duckworth, Duncan, Fletcher, Freeborn, Frost, Gardhouse, Habel, Hagey, Henry, Hipel, Kelly, King, Kirby, Laurier, Macfie, Mackay, Murray, McEwing, McQuesten, Newlands, Nixon (Brant), Nixon (Temiskaming), Oliver, Stewart, Strachan.

Moved by Mr. Doucett, seconded by Mr. Drew,

That the Acting Deputy Minister of Highways be directed to produce before the Committee: 1. Copies of all advertisements and other notices inviting tenders with respect to repairs, maintenance, new construction, curve rectification, and other works of whatsoever nature respecting No. 15 King's Highway between Seeley's Bay and Kingston. 2. Copies of all tenders received with respect to the work mentioned in 1. 3. Particulars of Contract No. 41-428 and all other contracts relating to the work mentioned in 1. 4. Particulars of all work performed, showing contractors' names, quantities, unit prices and total amount paid with respect to each.

And that the Acting Deputy Minister of Highways attend at the next meeting of this Committee to give evidence regarding the works mentioned in 1.

And that the said Acting Deputy Minister of Highways bring with him such books, contracts, specifications, tenders, memoranda, and other records as may be necessary to explain the details of the various items under consideration, all of which above to apply to the fiscal year ending March 31st, 1942.

Carried.

Moved by Mr. Drew, seconded by Mr. Frost,

That the Acting Deputy Minister of Highways be directed to attend the next meeting of the Committee to give evidence regarding items of expenditure appearing on page F-26 of Public Accounts, and all other contracts covered by Public Accounts for the fiscal year ending March 31st, 1942, referable to the highway between Hearst and Nipigon.

Carried.

The Committee adjourned until Monday next, March 29th, at 10 o'clock in the forenoon.

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### THIRD SITTING

Public Accounts Committee Room,  
Parliament Buildings,  
Toronto, March 29th, 1943.

The Committee met at 10 a.m.

Mr. Hagey in the chair.

Present: Messrs. Acres, Armstrong, Baker, Belanger, Black, Blakelock, Bradley, Campbell, Carr, Challies, Clark, Cooper, Dewan, Doucett, Drew, Duckworth, Dunbar, Duncan, Elgie, Fletcher, Glass, Habel, Hagey, Henry, Hipel, Kelly, Kirby, Laurier, Murray, McQuesten, Reynolds, Strachan.

Pursuant to a resolution passed at the first meeting, R. A. McAllister, Deputy Minister of Public Works, was present to give information on purchases and costs of motor cars owned and operated by various departments. After being sworn, Mr. McAllister stated that his department had no authority over motor cars owned or operated by other departments, and presented a statement on purchases of cars reported by all departments. (Exhibit 1.)

Mr. McAllister tabled a copy of an order-in-council dated July 8th, 1941, authorizing certain mileage rates to be allowed civil servants while using privately-owned cars on government business. (Exhibit 2.)

Following discussion, Mr. Drew, seconded by Mr. Doucett, moved that the Provincial Auditor, the Deputy Attorney-General, the Deputy Provincial Secretary, the Deputy Provincial Treasurer, the Deputy Ministers of Highways, Mines, Agriculture, Health, Education, Game and Fisheries, Labour, Lands and Forests, and Public Welfare, and the Superintendent of Insurance, or such of their officials having knowledge of the facts, be directed to appear before the Committee and give evidence regarding questions set forth in a resolution calling for the appearance of the Deputy Minister of Public Works (First Meeting). Further discussion resulted in extension of this resolution to include the names of companies from whom cars were purchased, the total gross price, and the total gross credit of cars turned in. The Acting Deputy Minister of Highways was directed to report on privately owned cars stored or serviced in the Central Garage, and the rates and total amounts charged in each case.

Carried.

Mr. J. D. Millar appeared for the Department of Highways, to supply information regarding contracts on a portion of the highway between Kingston and Seeley's Bay. A memorandum from Mr. Millar to Hon. Mr. McQuesten was tabled. (Exhibit 3.)

The Committee adjourned until Wednesday, March 31st, at 10 a.m.

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#### FOURTH SITTING

Public Accounts Committee Room,  
Parliament Buildings,  
Toronto, March 31st, 1943.

The Committee met at 10 a.m.

Mr. Hagey in the chair.

Present: Messrs. Armstrong, Arnott, Baker, Belanger, Bradley, Brownridge, Campbell, Challies, Clark, Dewan, Dickson, Doucett, Drew, Duckworth, Dunbar, Elgie, Fairbank, Freeborn, Frost, Gardhouse, Gordon, Habel, Hagey, Hipel, Kelly, Kirby, Laurier, Macfie, Mercer, Miller, Murphy, McEwing, McQuesten, Newlands, Nixon (Brant), Nixon (Temiskaming), Oliver, Reynolds, Strachan.

Mr. J. D. Millar, assistant engineer of the Department of Highways, continued his evidence regarding contracts and work done on Highway No. 15, between Kingston and Seeley's Bay. Original tenders received for this work (Exhibit 4) were submitted for examination by Messrs. Drew and Doucett. After further examination of the witness, it was moved by Mr. Doucett, seconded by Mr. Drew,

That Mr. Noonan, District Engineer for Highways District No. 8, and that Messrs. J. D. Foster and W. G. Clarke, inspectors for the Department of Public Highways, District No. 8, be directed to attend at the next meeting of this Committee.

And that the said District Engineer and the said Inspectors bring with them such books, contracts, specifications, tenders, reports, memoranda, and other records as may be necessary to explain the details of the various items under consideration, namely:—

Public Accounts for Fiscal Year ended March 31st, 1942, page F-26, McGinnis & O'Connor, No. 41-428, resurfacing penetration macadam, various roads No. 8 Division, \$193,331.00.

Carried.

Moved by Mr. Frost, seconded by Mr. Murphy,

That Mr. St. Clair Gordon, Chairman of the Liquor Control Board, attend



at the next meeting of this Committee, and that the said chairman bring with him such books, contracts, reports and memoranda to explain the following items: 1. Profits, fines, licenses, etc., \$13,000,000 shown on page 27 of the Public Accounts, 1942. 2. Permits, fees, \$750,000 on same page. 3. Arising out of (1), to explain the costs and charges going into the price paid by the public for (a) beer, (b) wine, (c) liquor, including manufacturers' costs, Dominion taxes, administration costs and profits of the Liquor Control Board.

Carried.

Mr. J. D. Millar, examined pursuant to a resolution passed regarding costs of automobile operation and mileage allowances, explained these operations for the Department of Highways.

Mr. F. A. McDougall, Deputy Minister of the Department of Lands and Forests, was sworn and gave evidence regarding mileage allowances paid employees of his Department.

Mr. H. Cotnam, the Provincial Auditor, was sworn and explained mileage allowances paid members of his staff.

The Committee adjourned until Thursday, April 1st, at 11 a.m.

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## FIFTH SITTING

Public Accounts Committee Room,  
Parliament Buildings,  
Toronto, April 1st, 1943.

The Committee met at 11 a.m.

Mr. Hagey in the chair.

Present: Messrs. Acres, Anderson, Armstrong, Baker, Belanger, Black, Bradley, Brownridge, Campbell, Cooper, Carr, Cox, Dewan, Doucett, Drew, Duncan, Fairbank, Freeborn, Frost, Hagey, Hipel, Houck, Kelly, King, Laurier, Macfie, Mercer, Murphy, Murray, McEwing, McQuesten, Newlands, Oliver, Strachan, Welsh.

Mr. J. D. Millar of the Department of Highways was recalled and presented further evidence on Contract 41-428. Mr. Wm. T. Noonan, District Engineer for District 8 of the Highways Department, was sworn and presented evidence regarding Contract 41-428. Mr. Millar was recalled and following his evidence, Mr. Noonan was recalled. Mr. W. G. Clarke was sworn and presented evidence regarding Contract 41-428. Mr. John D. Foster, of the Department of Highways, was sworn and presented evidence on the said contract.

The Committee adjourned until Monday, April 5th, at 10.30 a.m.

## SIXTH SITTING

Public Accounts Committee Room,  
Parliament Buildings,  
Toronto, April 5th, 1943.

The Committee met at 10.30 a.m.

Mr. Hagey in the chair.

Present: Messrs. Acres, Armstrong, Baker, Belanger, Brownridge, Campbell, Carr, Clark, Cooper, Dewar, Doucett, Drew, Duckworth, Duncan, Elgie, Fairbank, Fletcher, Frost, Glass, Habel, Hagey, Henry, Hipel, Kennedy, Laurier, Miller, Murphy, McQuesten, Nixon (Temiskaming), Reynolds, Strachan.

Mr. F. A. McDougall was recalled to present further evidence on the use of automobiles (Exhibit 6).

Mr. R. A. McAllister was recalled to give further evidence on automobiles owned by the Government (Exhibit 1A).

Mr. J. D. Millar was recalled to present further evidence on mileage allowances (Exhibits 7, 8 and 9).

Mr. William Stringer was sworn and presented evidence on the use of automobiles in the Attorney-General's Department.

Mr. W. R. Reek, Deputy Minister of Agriculture, was sworn and presented evidence on the use of automobiles in that department (Exhibit 10).

Inspector Edward Hales of the Provincial Police was sworn and presented evidence on records kept of cars operated under the Attorney-General's Department.

The Committee adjourned until Tuesday, April 6th, at 10.30 a.m.

## SEVENTH SITTING

Public Accounts Committee Room,  
Parliament Buildings,  
Toronto, April 6th, 1943.

The Committee met at 10.30 a.m.

Mr. Hagey in the chair.

Present: Messrs. Anderson, Baker, Belanger, Black, Bradley, Brownridge, Campbell, Carr, Clark, Cooper, Dickson, Doucett, Drew, Duckworth, Duncan, Freeborn, Frost, Gordon, Habel, Hagey, Henry, Kirby, Laurier, Macaulay,

Macfie, MacKay, Mercer, Murphy, McQuesten, Newlands, Nixon (Temiskaming), Reynolds, Strachan.

Mr. J. D. Millar, recalled, presented evidence regarding the construction of a highway between Hearst and Geraldton (Exhibit 11).

Mr. St. Clair Gordon, chairman of the Ontario Liquor Control Board, was sworn and presented evidence regarding accounts of that Board shown on page 27 of Public Accounts.

The Committee adjourned until Thursday, April 8th, at 10.30 a.m.

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### EIGHTH SITTING

Public Accounts Committee Room,  
Parliament Buildings,  
Toronto, April 8th, 1943.

The Committee met at 10.30 a.m.

Mr. Hagey in the chair.

Present: Messrs. Anderson, Baker, Belanger, Bradley, Campbell, Carr, Cooper, Cross, Dickson, Doucett, Drew, Duckworth, Duncan, Frost, Gordon, Habel, Hagey, Henry, Hipel, Kirby, Laurier, Macaulay, Murphy, Murray, McQuesten, Nixon (Temiskaming), Oliver, Welsh.

Mr. St. Clair Gordon was recalled to give further evidence on accounts of the Liquor Control Board.

The Committee adjourned until Friday, April 9th, at 10 a.m.

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### NINTH SITTING

Public Accounts Committee Room,  
Parliament Buildings,  
Toronto, April 9th, 1943.

The Committee met at 10 a.m.

Present: Messrs. Anderson, Armstrong, Baker, Belanger, Bradley, Clark, Dickson, Doucett, Drew, Duckworth, Dundas, Elgie, Fairbank, Gordon, Habel, Henry, Hipel, Kennedy, King, Kirby, Laurier, Mercer, Murphy, Murray, McEwing, McQuesten, Nixon (Temiskaming), Oliver, Welsh. •

In the absence of the Chairman, Mr. Belanger moved, seconded by Mr. McQuesten, that Mr. Hipel take the chair.

Carried.

Inspector Hales was recalled to the stand to give evidence regarding the use of automobiles under the Attorney-General's Department housed in their Central Garage. He submitted a list of certain trips made by some of these cars. (Exhibit 12.)

Arthur Nicol, secretary to the Attorney-General and formerly chief clerk of that department, was sworn and testified as to departmental use of automobiles.

Inspector Hales was recalled and was directed to furnish certain further information.

Moved by Mr. Elgie, seconded by Mr. Duckworth,

That Mr. Osborne Mitchell, Secretary of the Hydro-Electric Power Commission of Ontario, be directed to attend at the next meeting of this Committee to give evidence regarding all motor cars owned by the Hydro-Electric Power Commission of Ontario; the expense of operating the said cars; the purchase price of the said cars.

And that Mr. Osborne Mitchell bring with him such books and other records as are necessary to explain the use of the said cars, the method of purchase, and all details regarding mileage accounts and car rentals.

And that the said Secretary, Mr. Osborne Mitchell, bring with him such books and other records as are necessary to explain the details of the various items under consideration.

A debate having arisen as to the admissibility of the motion, the Chairman, Mr. Hipel, ruled it out of order, quoting an opinion from Alex. C. Lewis, Clerk, Legislative Assembly. This opinion, dated at Toronto, April 9th, 1943, was as follows:—

MEMO Re Public Accounts Committee and Hydro Expenditure.

In my opinion the Committee has power only to inquire into the items set out on page 42 of the Public Accounts for the year ending March 31st, 1942.

This does not empower them to go into the details of the Hydro business.

ALEX. C. LEWIS,  
Clerk, Legislative Assembly.

Mr. J. D. Millar, previously sworn, was recalled to give further evidence regarding Department of Highways Contract No. 41-428, McGinnis and O'Connor.

The Committee adjourned until Monday, April 12th, at 10.30 a.m.



## TENTH SITTING

Public Accounts Committee Room,  
Parliament Buildings,  
Toronto, April 12th, 1943.

The Committee met at 10.30 a.m.

Mr. Hipel in the chair.

Present: Hon. Mr. Conant, Messrs. Baker, Belanger, Bradley, Campbell, Carr, Challies, Dewan, Doucett, Duncan, Gordon, Habel, Hipel, Kennedy, King, Kirby, Laurier, Mercer, Miller, Murphy, Oliver, Welsh.

Mr. Conant was duly sworn and presented a statement on the use of certain automobiles in the Attorney-General's Department.

Mr. W. H. Stringer was recalled and presented further evidence on the use of provincial police automobiles.

Inspector Hales was recalled, and presented further evidence on the use of provincial police automobiles. (Exhibits 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24 and 25.)

Mr. W. S. Amey was duly sworn and presented evidence on the use of provincial police automobiles.

R. A. Peterson was duly sworn and presented evidence on the use of provincial police automobiles.

Mr. Murphy moved, seconded by Mr. Doucett,

That Mr. C. F. Neelands, Deputy Provincial Secretary, be directed to attend the next meeting of this Committee regarding the expenditure, Industrial Farm, Burwash—Maintenance \$232,091.65, page P-16, Public Accounts, 1941-42.

And that Mr. Neelands bring with him such books and other records as are necessary to explain the amounts regarding these accounts.

Carried.

The Committee adjourned until Tuesday, April 13th, at 10 a.m.

## ELEVENTH SITTING

Public Accounts Committee Room,  
Parliament Buildings,  
Toronto, April 13th, 1943.

The Committee met at 10 a.m.

Mr. Hagey in the chair.

Present: Messrs. Anderson, Baker, Belanger, Black, Bradley, Campbell,

Challies, Cox, Dickson, Doucett, Drew, Duckworth, Duncan, Frost, Habel, Hagey, Henry, Hipel, Kelly, Laurier, Mackay, Mercer, Murphy, McEwing, McQuesten, Nixon (Brant), Oliver, Reynolds, Strachan.

Mr. H. B. Lindsay was duly sworn and presented evidence regarding use of cars in the Attorney-General's Department.

Inspector Hales was recalled and presented further evidence regarding use of cars in the Attorney-General's Department.

Mr. C. F. Neelands was duly sworn and presented evidence regarding the maintenance of buildings at the Burwash Industrial Farm, page P-16, Public Accounts, 1942.

Mr. Thos. Johnston was duly sworn and presented evidence regarding the records of automobiles owned by the Department of Highways.

The Committee adjourned until Wednesday, April 14th, at 10 a.m.

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## TWELFTH SITTING

Public Accounts Committee Room,  
Parliament Buildings,  
Toronto, April 14th, 1943.

The Committee met at 10 a.m.

Mr. Hagey in the chair.

Present: Messrs. Anderson, Baker, Ballantyne, Belanger, Bradley, Carr, Clark, Cooper, Cox, Cross, Dewar, Drew, Doucett, Duckworth, Duncan, Glass, Gordon, Habel, Hagey, Hipel, Kelly, King, Laurier, MacKay, Mercer, Miller, Murphy, McEwing, McQuesten, Newlands, Strachan.

Mr. Drew, seconded by Mr. Doucett, moved that the Committee report to the Legislature that the evidence adduced before the Committee leads to certain recommendations.

Mr. Hagey, the chairman, ruled this out of order, as the Committee had no instructions from the Legislature to make recommendations.

Mr. Glass, seconded by Mr. Hipel, moved that the report of the Committee be as read. Yeas, 26; Nays, 4.

Carried.

Major Alex. Lewis, Clerk of the House, informed the Chairman that the Committee must rise and report before prorogation. Whereupon the Chairman asked if the Committee would rise and report.

Carried.

The Committee then adjourned for the Session.

## Proceedings

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### STANDING COMMITTEE ON PUBLIC ACCOUNTS

Parliament Buildings,  
Toronto, March 23rd, 1943, 10.30 a.m.

Present: Messrs. Armstrong, Baker, Belanger, Bradley, Brownridge, Carr, Clark, Dewan, Doucett, Drew, Duckworth, Dunbar, Elgie, Fairbank, Fletcher, Freeborn, Glass, Habel, Hagey, Heenan, Hipel, Kirby, Laurier, Macfie, MacKay, Miller, Murray, McEwing, McQuesten, Newlands, Nixon (Brant), Nixon (Temiskaming) and Strachan.

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MAJOR ALEX. LEWIS (Clerk of the House): Gentlemen, will the meeting come to order?

Will the Committee appoint a Chairman?

MR. STRACHAN: I move, seconded by Mr. McQuesten, that Mr. Hagey take the Chair.

MAJOR LEWIS: It has been moved by Mr. Strachan, seconded by Mr. McQuesten, that Mr. Hagey take the Chair. All in favour? Contrary?

Carried.

Mr. Henry Louis Hagey (Brantford) then took the Chair.

THE CHAIRMAN: I understand that this Committee has been called together at the request of the Leader of the Opposition. I believe he has some matters he wishes to enquire into and some motions to be put before the Committee.

MR. DREW: I might say, Mr. Chairman, there are a number of things I propose to enquire into, and that the other members of the Opposition will introduce. So that we may go on in an orderly manner, I might explain that the first subject with which I propose to deal is the question of ownership of motor cars, the car rentals, and the mileage allowances, in the last fiscal year. In that respect I shall make further comments later.

I will move, seconded by Mr. Doucett, that the Deputy Minister of Public Works be directed to prepare a statement showing:

1. All motor cars purchased by each Department of the Government of Ontario during the fiscal year ended March 31st, 1942.

2. The expense of operating the said cars.
3. The purchase price of the said cars and the cost of operating all cars operated by the various Departments during the fiscal year ending March 31st, 1942.
4. And that the Deputy Minister of Public Works attend at the next meeting of this Committee to give evidence regarding the use of the said cars, the method of purchase, and all details regarding matters of rentals and car mileage; and that the said Deputy Minister bring with him such books and other records as are necessary to explain the details of the various items under consideration.

THE CHAIRMAN: It has been moved by Mr. Drew, and seconded by Mr. Doucett,—

MR. McQUESTEN: Mr. Chairman, I am not sure that this is the right procedure, and I do not want any wrong impression to go out before the Committee. Is it fair to ask the Deputy Minister of Public Works to speak for all Departments? Would it not be more in order to have the Deputy Minister of each Department?

I have no objection, if Mr. McAllister wants to, but the Deputy Minister of the Department is not responsible at all for all the purchases made by all the Departments.

My recollection is that in connection with any Public Account each motion must include the payment of the items to be investigated, that is the item number of the Public Accounts to be presented.

MR. COOPER: I might say that what my friend has said is, of course, quite correct; but Colonel Drew consulted me about the best method of proceeding to get what he wants to get; and I suggested that the best method would be to ask for the Deputy Minister of the Departments, because they would always know the purchases of motor cars. It was on my advice that Colonel Drew asked for it from the Public Works Department.

THE CHAIRMAN: I might point out to the Committee that this is not limited to the present set of Public Accounts and it might go back a long time.

MR. GLASS: Mr. Chairman, I will not discuss the merits of the motion at the present time, but the employees of the Government may be somewhat short on account of the war. I would like to know how long it would take to get this information, and when this information will be available to us.

MR. DREW: Mr. Chairman, may I explain this: I want to put it on record and want it to be noted that I wanted to avoid any possibility of delay, and you will recall that on several occasions, when we first met before the break in the Session, I urged that the Public Accounts Committee sit immediately so that there might be no delay.

I certainly cannot imagine that anyone is going to raise any objection on the ground of time to my insistence upon my motion. I certainly could take one item



covering the whole of the expenditures of the Province, if that formality were desired, but it would be really a sham formality.

The point is that the motor car purchases are not included in any separate item in any Department, so that it is only by a search over the whole field that one is able to put one's finger on what those purchases are.

If it is merely a device to bring it before the Committee I could give you an individual item which would cover it, just by chance.

Again let me point out that in Reply No. 25, in answer to a question by Mr. Doucett—and this will explain why the motion asks for the attendance of the Deputy Minister of Public Works—the reply was given in answer to Question No. 25, that in the fiscal year ending March 31st, 1942, the Departments of the Government had spent \$856,000 odd on mileage allowances alone; that they had spent a further \$23,791 on car rentals. In addition to that, in the same answer, was given the fact that in the ten months' period ending January 31st, 1943, \$524,133 had been spent on mileage allowances, and \$20,522 on car rentals.

Now, you will find by an examination of the Accounts that none of these were segregated, and that the only possible way, from a practical point of view, of bringing these matters before the Committee, so far as I can see it, is to have the Deputy Minister of Public Works, who prepared these statements, and who obviously has the records behind these statements available, brought to attend here; and then I would propose that upon the basis of that we do not attempt to ask him to explain what happened in any other Department—in that I agree.

Mr. Hipel has pointed out that you could not expect the Deputy Minister to answer as to the \$534,000 mileage allowances in the Department of Highways, or the \$121,000 in the Attorney-General's Department.

I would propose to follow the figures through to the man who can speak for the Department. That is my reason for bringing it on in this way.

The very fact that the question was answered by the Deputy Minister of Public Works of itself places on him obviously the responsibility for explaining the channels through which these accounts came to him, and the places to which we can go for the explanation of the items.

MR. BELANGER: Is that for one year or for a period of years?

MR. DREW: It looks like ten years.

MR. COOPER: Mr. Chairman, I do not think that this Committee has any authority to go beyond the Public Accounts that are at present before the House. I remember, when I was Chairman of this Committee some years ago, we debated that at some length, and as a matter of fact the ruling was appealed and went before the House, and it was so held in the House, that you could only investigate the Public Accounts which are before the House.

THE CHAIRMAN: That is the point I raised. A car might have been purchased ten years ago.

MR. DREW: Do not forget that there are operating expenses on those cars, and gasoline is being used on those cars. If you put it simply "Owned and operated during that year" it will leave no doubt.

MAJOR LEWIS: How would this work out:

"That the Deputy Minister of Public Works be directed to prepare a statement showing:

1. All motor cars purchased by each Department of the Government of Ontario during the fiscal year ending March 31st, 1942;
2. The expense of operating the said cars;
3. The purchase price of the said cars and the cost of operating all cars operated by the various Departments during the fiscal year ending March 31st, 1942,"—

MR. DREW: Yes.

THE CHAIRMAN: Any discussion upon the motion?

MR. MCQUESTEN: Is that all the motion?

MAJOR LEWIS: "And that the Deputy Minister of Public Works attend at the next meeting of this Committee to give evidence regarding the use of the said cars, the method of purchase, and all details regarding the mileage accounts and car rentals.

"And that the said Deputy Minister bring with him such books and other records as are necessary to explain the details of the various items under consideration."

MR. MCQUESTEN: How much time is given? My Department covers a large part of the Province. Whether it has been gathered together, as the leader of the Opposition suggests, I do not know. I must have a little time to go on, on some of it, not with all of it. If it has to be done in my own Department, we will require a little time.

A MEMBER: Might we have the motion re-read?

THE CHAIRMAN: It has been moved by Mr. Drew, and seconded by Mr. Doucett:

That the Deputy Minister of Public Works be directed to prepare a statement showing:

1. All motor cars purchased by each Department of the Government of Ontario during the fiscal year ending March 31st, 1942;
2. The expense of operating the said cars;

3. The purchase price of the said cars, and the cost of operating all cars operated by the various Departments during the fiscal year ending March 31st, 1942;

And that the Deputy Minister of Public Works attend at the next meeting of this Committee to give evidence of the use of said cars, the method of purchase, and all details regarding the mileage accounts and car rentals.

And that the said Deputy Minister bring with him such books and other records as are necessary to explain the details of the various items under consideration.

Are you ready for the question, gentlemen?

MR. DEWAN: This, of course, covers only the year 1942?

THE CHAIRMAN: Yes, and the operation of all cars.

MR. DREW: I want it to be clear,—there is nothing vague about it,—I want to bring up in this Committee the number of cars owned and operated during the last fiscal year by the various Departments of the Government. That is my proposal.

MR. LEWIS: And that is what this comes to.

A MEMBER: Would you mind reading it again?

(The Resolution moved by Mr. Drew, and seconded by Mr. Doucett, as just read by the Chairman, was again read to the Committee.)

MR. DREW: Let us talk quite clearly about this. Is there any reason in the world why we should not know the price of any car owned and operated by a Department of the Government during the past year?

This is well within the regulations, and, as I understand the objection being raised on the ground of difficulty, I should imagine that the accounting system will be such that there will be a record of each car and when it was bought, and the cost of every car. Every car which is on wheels comes within the accounts of that year, because money is being spent on that car.

What I am pointing out is that at the present time there is no clear segregation of accounts which makes it possible for anyone to know how many cars are being operated, or the cost of the operation of those cars, and what the value of those cars is. And, as I conceive it, this is the proper way to bring that out in one clear form.

MR. MCQUESTEN: Mr. Chairman, I do not think there is any real objection being raised. I think it is just a matter of the wording.

THE CHAIRMAN: In your last remarks, Col. Drew, you worded it better than you did in your motion.

MR. DEWAN: Pardon me. You say it is wanted to be confined to the year 1942? If I understand Mr. Drew's motion correctly, he is not only asking for the cost of the operation of the cars purchased during that time, but also for the cost of the cars which may have been bought before.

MR. DREW: If in the Public Accounts Committee you are examining into an item in regard to the addition to a building, and that building is entered as having a certain value, you are entitled to know the total cost of the building, although certain parts of that building may have been built before that.

What we should have and what every member here should want to know is what the cars which this Province now owns actually cost, what it is costing to operate them.

We have got a bill shown to us amounting to about a million in addition to the cars owned. I want to know what the cars cost in operation, and what they themselves cost, and beside that the picture of the mileage, and how the rental is made up.

MR. BELANGER: Mr. Chairman, supposing a car was bought in 1930, can we go back behind 1934?

I think the position taken by the Leader of the Opposition is a lot more obscure than the thing he wants to exemplify. I think we have to stay within the Public Accounts Report, operation costs of all cars, and the purchase price of those cars which were bought during the year. That is the way the motion should be worded.

MR. HIPEL: My position has not been made quite clear in this matter. I have no objection to any information which Col. Drew is asking, with the exception of the cost of those cars purchased before the fiscal year ending March 31st, 1942.

I have been on this Committee on several occasions when my motion has been ruled out of order, and I have appealed to the House that we could only deal with the Public Accounts for the year 1942.

MR. ELGIE: Never having had the privilege of sitting on this Committee before, I think it is fair that you should be asked to give an expression of your attitude. Are we to be bound down by the language, as indicated by some of the members of the Committee,—certainly, if we are to be bound down at every angle—

THE CHAIRMAN: My friend, being a lawyer as I am myself, I rule that we are bound here by the Public Accounts which we are considering.

MR. ELGIE: But why we should be limited to the particular period up to March 31st, 1942,—why are we to be bound down and not to be allowed to go farther?

THE CHAIRMAN: That is my ruling.



MR. ELGIE: Then the Committee may not have any result, and what has been said here as to the calling of the Deputy Minister here, when he comes here it will be his duty to produce the information or to give the names of the men who can give us that information.

THE CHAIRMAN: I did not get your question.

MR. ELGIE: When the Deputy Minister of the Public Works Department comes here, it will be his duty to inform himself as to the information required, or otherwise to give us the names of the men who will have that knowledge.

THE CHAIRMAN: It will be a matter of a resolution of the Committee to bring another person here.

MR. MCQUESTEN: It would be absurd to expect Mr. McAllister to come here and give the facts as to all the expenses.

MR. HIPEL: My friend is sufficient of a lawyer to know that Mr. McAllister could not give second-hand evidence.

Let us go on with the motion, and then there will be time, if it is necessary, to have a further motion.

MR. DREW: I assume that perhaps all the Members were here when I asked, right at the beginning of this Session, that Public Accounts should be called immediately. At that time the Premier, in reply to my request, said it would be necessary to wait until the Budget was presented.

Am I to presume that we are not now to be permitted to go into subjects covered by the Budget—they are Public Accounts.

Now, is it agreed that we can go into the accounts disclosed by the Budget which was presented to this House:

THE CHAIRMAN: Do you mean in 1943 or 1944?

MR. DREW: In the record of 1942-1943.

THE CHAIRMAN: No.

MR. DREW: Then why were we asked to wait?

THE CHAIRMAN: As I understand it, Colonel Drew—you might correct me if I am wrong—we are here to investigate anything in the Public Accounts for the fiscal year ending on the 31st March, 1942, and those are the Public Accounts.

MR. DREW: They would have been the Public Accounts since the end of that time?

THE CHAIRMAN: That has been the established practice.

MR. DREW: If we are going into that, then perhaps you will explain to me

why the Premier felt it was necessary for me to wait several weeks before I could go ahead. You will remember he told me that the practice was that we could not go ahead until after the presentation of the Budget.

MR. BELANGER: Oh, Mr. Chairman, there might be other explanations. It might be that, on account of the business of the House, it was not advisable that a large number of Members should absent themselves from the House to go to the Committee.

MR. DREW: Then, Mr. Chairman, just so that I can understand and proceed, is it your ruling that we cannot on this Committee go into the accounts before the accounts presented as of March 31st, 1942?

THE CHAIRMAN: Yes. You may appeal it, if you like.

MR. ELGIE: May I indicate to you that the Members of the Opposition were at all times under the confident impression that we were entitled to do that, and all of us laboured under that understanding in view of the fact that this Committee was not called in compliance with our request until such time as the Budget was presented.

THE CHAIRMAN: There is a resolution before the Committee. What is your pleasure, gentlemen?

All in favour of the motion, please signify. Opposed? I declare the motion carried.

MR. DREW: I think the simplest way is to go ahead and deal with this. I do not think it is necessary to wait unduly, because, as has been very properly pointed out, the Deputy Minister of Public Works cannot be expected to give explanations as to why a certain thing was done and the details of things in the Attorney-General's or in any other Department.

I am dealing with this from the point of view of the man who is the focal point of these Public Accounts; and I would defer my next resolutions until we have the explanation which lays the foundation for the other resolutions.

I would suggest that we meet very quickly. I would meet every day, if possible. I would object very strongly to any suggestion that we are crowded for time, in view of my request of several weeks ago for the Public Accounts Committee.

THE CHAIRMAN: Possibly it would be well to give a suggestion as to other things requested.

MR. DREW: There are other resolutions, and whenever there may be any delay involved I would prepare the resolutions and give them to you in advance of the meeting of the Committee.

I would suggest that we have the next meeting of the Public Accounts Committee on Thursday next, so that we will have no delay. And then the Minister of Public Works can see what he can or cannot do.

MR. MCQUESTEN: Would it be well to have another meeting of the Committee within a couple of days, so that we may have the rest of Mr. Drew's motions? Of course the information which is asked for may not be ready in a couple of days.

MR. DREW: I would be willing to meet your suggestion.

MR. MCQUESTEN: I understand that the Thursday meeting will deal only with similar subjects, but we will not be prepared to go into matters dealt with in the motion.

MR. DREW: We might meet at ten o'clock next Thursday, so as to finish before the other Committee meets.

MR. MCQUESTEN: I move that we adjourn.

THE CHAIRMAN: It is the pleasure of the Committee that we meet again at 10 on Thursday? Carried.

(Committee adjourned until Thursday, the 25th day of March, 1943, at 10 o'clock in the forenoon.)

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## SECOND SITTING

Parliament Buildings, Toronto,  
March 25th, 1943, 10 a.m.

Present: Messrs. Hagey, Chairman; Armstrong, Baker, Belanger, Black, Brownridge, Campbell, Carr, Challies, Hon. Mr. Clark, Cox, Cooper, Hon. Mr. Dewan, Doucett, Drew, Duckworth, Duncan, Fletcher, Freeborn, Frost, Gardhouse, Habel, Hon. Peter Heenan, Hon. Mr. Hipel, Kelly, King, Hon. Mr. Kirby, Hon. Mr. Laurier, Macfie, Mackay, Murray, McEwing, Hon. Mr. McQuesten, Mr. Newlands, Harry Nixon (Brant), W. G. Nixon (Temiskaming), Oliver, Stewart and Strachan.

MR. HAGEY, the Chairman, called the meeting to order.

Is Colonel Drew coming, can anyone tell us?

A MEMBER: It is now a quarter after ten.

THE CHAIRMAN: The purpose of calling the meeting, gentlemen, was to allow Colonel Drew to introduce further questions and resolutions.

MR. CHALLIES: It would be well to send a messenger for him, as he may think the meeting is for half-past ten.

THE CHAIRMAN: We are open for business.

MR. DOUCETT: Mr. Chairman: Moved by myself, seconded by Mr. Drew:

That the Acting Deputy Minister of Highways be directed to prepare a statement showing:

1. Copies of all advertisements and other notices inviting tenders with respect to repairs, maintenance, new construction, curve rectification and other works of whatsoever nature respecting number 15 King's Highway between Seeley's Bay and Kingston;
2. Copies of all tenders received with respect to the work mentioned in 1;
3. Particulars of contract No. 41-428 and all other work mentioned in 1;
4. Particulars of all work performed, showing the contractors' names, quantities, and unit prices, and total amounts paid with respect to each;

And that the Deputy Minister of Highways attend at the next meeting of this Committee to give evidence regarding the works mentioned in 1;

And that the said Acting Deputy Minister of Highways bring with him such books, contracts, specifications, tenders, memoranda and other records as may be necessary to explain the details of the various items under consideration.

THE CHAIRMAN: It is moved by Mr. Doucett, and seconded by Col. Drew—

MR. COOPER: I presume that again, Mr. Chairman, applies to the current year's estimates now before the House?

THE CHAIRMAN: Mr. Cooper enquires if it applies to the accounts under investigation, and I assure him that that is the basis.

HON. MR. MCQUESTEN: Is not this practically the same thing as the motion that is on the Order Paper in connection with the production of particulars in regard to this Seeley's Bay Highway?

MR. CHALLIES: Yes, now we want it brought before the Public Accounts Committee.

THE CHAIRMAN: Are you going to withdraw the other motion?

MR. CHALLIES: The motions will be merged.

MAJOR LEWIS: It cannot be merged.

MR. CHALLIES: It can go on before the Public Accounts Committee.

AN HON. MEMBER: Would you mind reading the motion again?

MAJOR LEWIS: "Moved by Mr. Doucett, seconded by Mr. Drew:

That the Acting Deputy Minister of Highways be directed to prepare a statement showing:



1. Copies of all advertisements and other notices inviting tenders with respect to repairs, maintenance, new construction, curve rectification and other works of whatsoever nature respecting Number 15 King's Highway between Seeley's Bay and Kingston;
2. Copies of all tenders received with respect to the work mentioned in 1;
3. Particulars of contract number 41-428 and all other work mentioned in 1;
4. Particulars of all work performed, showing the contractors' names, quantities, and unit prices, and total amounts paid with respect to each;

And that the said Acting Deputy Minister of Highways bring with him such books, contracts, specifications, tenders, memoranda and other records as may be necessary to explain the details of the various items under consideration."

MR. BELLANGER: Would it not be well to limit it as to the dates?

THE CHAIRMAN: It is with respect to the Public Accounts before the House at the present time.

MR. BELANGER: It would be well to put it down in that way.

AN HON. MEMBER: What are the productions wanted?

THE CHAIRMAN: "And that the Acting Deputy Minister of Highways bring with him such books, contracts, specifications, tenders, memoranda and other records as may be necessary to explain the details of the various items under consideration."

AN HON. MEMBER: If he is to bring a statement, what is the necessity of both the statement and the documents?

MR. DREW: That would be covered, if it is not desired to make a summarized statement, all right.

In connection with the other matter under examination the other day, it was suggested that the Deputy Minister might find it convenient to prepare a statement covering the transactions.

HON. MR. MCQUESTEN: That is not quite the same position.

MR. DREW: If the Minister requests that the request for a statement be withdrawn, it will be quite agreeable, because it will reach the same result.

THE CHAIRMAN: There are two amendments to this resolution:

"That the Acting Deputy Minister of Highways be directed to bring before this Committee:

1. Copies of all advertisements and other notices inviting tenders with respect to repairs, maintenance, new construction, curve rectifica-

tion, and other works of whatsoever nature respecting Number 15 King's Highway between Seeley's Bay and Kingston.

2. Copies of all tenders received with respect to the work mentioned in 1;
3. Particulars of contract number 41-428 and all other contracts relating to the work mentioned in 1;
4. Particulars of all work performed showing contractors' names, quantities, unit prices and total amount paid with respect to each;

And that the Acting Deputy Minister of Highways attend at the next meeting of this Committee to give evidence regarding the work mentioned in 1;

And that the said Acting Deputy Minister of Highways bring with him such books, contracts, specifications, tenders, memoranda and other records as may be necessary to explain the details of the various items under consideration. All of the above to apply to the fiscal year ending March 31st, 1942."

MR. DREW: Why the last addition? That is absolutely unnecessary, because you have ruled that it covers the last fiscal year; so that that is redundant.

MAJOR LEWIS: That is because of what you said the other day.

MR. DREW: Were you making a specific ruling with regard to the motion before us the other day as to the limitation to the fiscal year, March 31st, 1942?

THE CHAIRMAN: It was a general rule which would apply to anything.

MR. DREW: Then it would be unnecessary to put in that addition.

MR. BELANGER: I think it is necessary, because the Acting Deputy Minister was not present at the time of the ruling. This is an order to the Deputy Minister.

HON. MR. MCQUESTEN: The ordinary way of ordering production of papers, and so on, is to refer to the specific items in the Public Accounts before the Committee. If you do not make a reference to the specific items in the Public Accounts, you must tie it down to the year.

MR. DREW: I am in the same box as Colonel Hunter is in the House, that I cannot hear a word that is said.

HON. MR. MCQUESTEN: I think it must refer to the specific year.

MR. DOUCETT: Mr. Chairman, I think it covers all items covered by the Public Accounts. It mentions a definite contract on a definite road between Seeley's Bay and Kingston.

HON. MR. MCQUESTEN: And the items in 1942 accounts referable to that contract.

I think it is probably only right, at the beginning of this Committee's deliberations, to point out that the Committee is only authorized to deal with the Public Accounts that are referred to it by the House, and any other matters which the House may refer to it for consideration. You cannot go outside of the Public Accounts for the year that has ended on March 31st, 1942, except by a resolution approved by the House. And the particular way in which this has been done in the past, and the proper way, is to select the items in the Public Accounts which you wish to investigate, and present a motion asking that all the particulars regarding those particular items should be produced.

I do not see any objection at all to a resolution like this, so long as it is tied down to the particular contracts and the particular year.

I thought it was only reasonable, as the members of this Committee only come together once a year, and this Committee has not met for two or three years, and it might be that everybody is not aware of the rules, that this should be stated.

MR. DREW: I think I have covered it generally, and mentioned the repairs, maintenance, new construction, curve rectification, and other work respecting Number 15 Highway. Now, it is one job, and does not take in 2 or 3; and I think the resolution covers it.

HON. MR. MCQUESTEN: That covers an enormous field. That is not what this Committee is sitting for, but to investigate items which appear in the Public Accounts.

MR. DREW: Mr. Chairman, this is but shadow-boxing. The Minister of Highways knows very well that this refers to one highway and one contract. There is no doubt whatever what it has reference to; and it refers to a specific piece of highway.

HON. MR. HIPEL: Mr. Chairman, I pointed out to the Committee the other day that the procedure which has been followed for quite a number of years, compelled us to name the specific items, so that the Deputy or other person called before the Committee could produce all the documents connected with that specific item. And if that is done at the beginning of this Committee's proceedings, I think it would clarify it all the way around. I think the practice should be followed.

THE CHAIRMAN: This is very broad as it stands.

MR. DREW: No, not at all. It is exactly the same thing as you are up against in connection with the motor cars.

You cannot go to the Public Accounts and say that this and that item refer to this particular job. You and I know that.

The Minister and Deputy Minister of Highways know perfectly well what is referred to. It is limited by the particular highway, and there is only one contract referred to; and there is not a bit of difficulty in the Minister of Highways bringing in the items. It has not been made possible by the Public Accounts, to bring in particular items.

You and I and everybody else knows how simple it is, when you cover a specific highway and a specific contract.

HON. MR. MCQUESTEN: This is not a general investigation into the highway, or whether it is a good piece of engineering, or whether engineers would recommend this, that or the other. That is not what this Public Accounts Committee is for, but it is to investigate whether we properly made these payments.

There is every opportunity to investigate these other things at some other place.

All I want to know is what you want from the officers of my department.

MR. DREW: Mr. Chairman, if you want the details, they appear on page 79 of the Votes and Proceedings, and they start with reference to a contract with McGinnis and O'Connell, and if the Minister wants the items which are already given in amounts, I am quite prepared to give them, and I will read them now into the record.

THE CHAIRMAN: Would it not be better to draw your resolution then around the information which you have there, and ask to have produced the tenders, contracts and accounts around those items?

MR. DREW: The items are items that appear, and there are probably other items. The Deputy Minister of Highways is referred to a particular highway, and we want the contracts with regard to that highway.

If you start putting down the items which are already here, we will only reach the result that we will have a constant request for new items as the evidence develops.

This is the simplest way to deal with it. I will tell you what I would suggest from a practical point of view. If you are in any doubt about the items that are in the account, I will undertake to furnish the Minister of Highways with a memorandum of the items already disclosed, around which he can build such other information as he sees fit, for the purpose of complying with the resolution.

HON. MR. MCQUESTEN: I think that is fair.

THE CHAIRMAN: Gentlemen, are you ready for the question? All in favour? Opposed? Carried.

MR. DREW: Moved by myself, and seconded by Mr. Frost:

—This may be subject to the same objection.

Moved by myself, seconded by Mr. Frost:

That the Deputy Minister of Highways be directed to attend to give evidence regarding items of expenditure appearing on page F-26 of the Public Accounts, and all other transactions covered by the Public Accounts for the fiscal year 1942, in connection with the Trans-Canada Highway."



I notice that there is some whistling. I think there should be something more than whistling about this. Let us see where we are going.

There has been a good deal of talk about the way that the accounts are presented to this Legislature, and in many respects, from the point of view of an arithmetic job they are very simply and clearly done. But the purpose of Public Accounts is to inform the people as to what has been done by the Province in relation to its financial business for the year covered.

Now, the expenditures on highways have been very substantial, in spite of war conditions; and that, I think, is largely explained and justified by the fact of there having been heavy expenditures on the Trans-Canada Highway, because of the necessity, according to the Minister of Highways, of completing that section.

Now, there is not one single person here who can go to the Public Accounts and form the slightest idea of how much of that expenditure is actually on the Trans-Canada Highway and how much of that is on General Highway Account. I think that is the very sort of thing that this Legislature should know.

I do not want to go into a wide-spread argument about this. But here are heavy highway payments. There are contracts on the ordinary highways of the Province. There are contracts on a special branch of the highway, the Trans-Canada Highway.

Now, it is not only the right but the duty of this Committee, and in turn of the Legislature, to know what has been done. It is not only that it was a war job. It has been said that the War Contracts need greater supervision than ordinary jobs, because they really have been done under the surge of patriotism.

We know that a man could in a day segregate the items on the Trans-Canada Highway and tell us what has been done. I press the motion in this form.

HON. MR. McQUESTEN: My honourable friend is quite right, there is not the slightest difficulty, provided we have time to gather these things and give them to him in the way he wants them. I want to make it quite clear to my honourable friend, that what he describes in the popular term as the Trans-Canada Highway may not be the stretch of road to which he refers and on which he wants information.

The Trans-Canada Highway, which was formally adopted some years ago on an agreement with Ottawa, was a highway that extends from North Bay to the Sault, from the Sault north and west to Schreiber, and from Schreiber to Port Arthur, and so on up to the north.

That is not, I am sure, the section which my friend wants information upon. He wants information on the Northern Ontario Highway, generally, from North Bay. You will remember that there are large areas of it to the east of Hearst which were built by a former government, Hearst to Geraldton, and from Geraldton to Nipigon. I think that is what he wants; but that is not known as the Trans-Canada Highway.

MR. DREW: I must confess I was using the colloquial term. You will agree that you yourself in referring to it, called it the Trans-Canada Highway. I am referring to the highway that the Hon. Mr. McQuesten has just referred to, which really replaced the old Trans-Canada Highway.

HON. MR. MCQUESTEN: The road between Hearst and Geraldton; but that does not take it all in. I think you have better say "Hearst to Nipigon", if that is what you want.

MR. DREW: The difficulty is in picking out the accounts. I want what is known as the Trans-Canada Highway and any other work which has been done which, as far as colloquially known as the Trans-Canada Highway.

HON. MR. MCQUESTEN: Actually the Trans-Canada Highway on which we have done work extends from the Sault north; and we have done considerable work on that in different years. It is still, of course, in a state of incompleteness. The other job which has been completed is the section from Hearst to Nipigon.

MR. DREW: I do not want to labour the point, but you will recall that, I believe, in the Speech from the Throne and also in the Legislature, some credit was taken for the fact that it is now a completed highway, and that you can cross Canada.

If the Trans-Canada Highway is not the Trans-Canada Highway, it only illustrates the difficulties of placing your finger on what I really want.

I want what is known as the Trans-Canada Highway link which comes in with the Trans-Canada Highway.

HON. MR. MCQUESTEN: Then I will centre on the section from Hearst to Nipigon, if that is what you want. It joins the two ends of the existing Trans-Canada Highway.

MR. CHALLIES: It starts nowhere and ends nowhere.

THE CHAIRMAN: It has been moved by Mr. Drew, and seconded by Mr. Frost:

"That the Acting Deputy Minister of Highways be directed to attend to give evidence regarding items of expenditures which appear on page F-26 of the Public Accounts and all other contracts covered by the Public Accounts for the fiscal year referable to the highway between Hearst and Nipigon."

MR. DREW: And otherwise described as the Trans-Canada Highway.

MR. HIPEL: You will have all other parts, if you go on.

THE CHAIRMAN: Are you ready for the question? All in favour? Opposed? Carried.

MR. DREW: That is all for to-day. When the Deputy Minister comes, we can see what more is needed.

THE CHAIRMAN: What about the next meeting?

MR. DREW: Mr. Chairman, again I do not want to keep repeating the same thing, but since this has been taken as a matter of record, I do want to put on record this fact that, because of the extent of the inquiry, that we propose, I did urge from the very time we met on February 9th, that the Public Accounts Committee should immediately be called together. I do not want any objection raised, when we get into these accounts, that we are delaying the proceedings.

THE CHAIRMAN: I think you are shadow-boxing now.

MR. DREW: No, but we have already heard statements that we were delaying the proceedings.

THE CHAIRMAN: When will Mr. McAllister be ready?

HON. MR. McQUESTEN: I do not know.

THE CHAIRMAN: Shall we adjourn the meeting of the Public Accounts Committee until next Friday?

MR. COOPER: How about Monday, Mr. Chairman? After all, we do not want to delay.

I move that we adjourn until Monday next at 10 o'clock in the forenoon.

THE CHAIRMAN: What is your pleasure, gentlemen?

MR. FROST: Why not make it 1.30 Monday?

THE CHAIRMAN: What is your pleasure, gentlemen? The motion is that we meet on Monday next at 10 o'clock.

MR. BELANGER: How many can get in then?

MR. HABEL: What about 1 o'clock?

THE CHAIRMAN: We will take a vote. How many would like to meet at 10 o'clock, show your hands.

(MAJOR LEWIS counts the votes, and announced eighteen.)

THE CHAIRMAN: How many prefer that we meet at 1 o'clock?

MAJOR LEWIS: Ten in favour of 1 o'clock.

THE CHAIRMAN: We will meet at 10 o'clock on Monday, gentlemen.

(At 11.45 a.m., the Committee adjourned to meet again on Monday, the 29th March, 1943, at 10 a.m.)

## THIRD SITTING

Parliament Buildings,  
March 29th, 1943, 10 a.m.

MR. HAGEY, Chairman

THE CHAIRMAN: Will you come to order, gentlemen?

Mr. McAllister is here this morning, and we can start right in on the matter.

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R. A. McALLISTER, sworn.

THE CHAIRMAN: Do you wish this resolution read, gentlemen, before we proceed?

"Moved by Mr. Doucett, seconded by Mr. Drew:

That the Acting Deputy Minister of Highways be directed to produce before this Committee:

1. Copies of all advertisements and other notices inviting tenders with respect to repairs, maintenance, new construction, curve rectification, and other works of whatsoever nature respecting Number 15 King's Highway between Seeley's Bay and Kingston;
2. Copies of all tenders received with respect to the work mentioned in 1;
3. Particulars of contract number 41-428 and all other contracts relating to the work mentioned in 1;
4. Particulars of all work performed showing the contractors' names, quantities, unit prices, and total amount paid with respect to each;

And that the Acting Deputy Minister of Highways attend at the next meeting of this Committee to give evidence regarding the works mentioned in 1;

And that the said Acting Deputy Minister of Highways bring with him such books, contracts, specifications, tenders, memoranda, and other records as may be necessary to explain the details of the various items under consideration.

All of which above apply to the fiscal year ending March 31st, 1942."

MR. DREW: Q. Mr. McAllister, have you a statement prepared in accordance with that resolution?

A. I have, so far as I have been able to prepare it. There is certain information regarding the operating costs of cars which I could not obtain from the Department, because the details were in the District Offices, and they have to go



through their vouchers in order to segregate them. I have the information for some of the departments. The Agricultural and Health I have not got.

Q. Would you prefer to first read a synopsis of what you have prepared, or would you rather that I should ask you questions to bring the picture together?

A. I think I can answer all the questions asked, with the exception of the operating costs of Government owned cars in those two departments.

Q. That is, Agriculture—

A. And Health.

Q. Then, to start with the first question: How many cars were purchased last year?

A. 182.

Q. And what was the total cost of those cars?

A. There were 96 cars turned in on these new purchases. The net total cost, I believe, was \$110,011.01.

Q. Will you describe the method by which those purchases were made?

A. It is indicated from each department that they were purchased by tender. That is by request tenders. They were not advertised in the papers, I understand; but there were certain types of cars that were needed for the purpose, and the companies were notified to bid.

Q. Have you a list of the cars which were purchased?

A. No, I have not. I think they were mostly Fords and Chevs.

Q. I would like the information as to the dealers from whom the 182 cars were purchased—either dealers or companies. I assume that they would be bought from dealers. Do you know whether they were bought from dealers or from the companies direct?

A. I think they were bought from the companies, because, in regard to the Provincial Police they get certain special discounts.

Q. Will you just get that information as to the details as to the companies or individuals from whom they were purchased, and the arrangements which were made, in each case?

Now, would you give the number of cars purchased by departments?

A. Agriculture, 30, with 28 turned in. Attorney-General, 147, with 63 turned in. Education, 1, 1 turned in. I will skip the departments that did not purchase any.

Q. Perhaps you might go through the departments—that will be the simplest way.

A. Game and Fisheries, none. Health, 3, with 3 turn-ins. Highways, 1, with 1 turn-in. All the other departments did not purchase any, that is, Insurance, Labour, Lands and Forests, Mines, Municipal Affairs, Prime Minister, Provincial Auditor, Provincial Secretary, Provincial Treasurer, Public Welfare, and Public Works.

MR. COOPER: Have you an extra copy of that statement, Mr. McAllister?

A. Yes.

(Copies handed to Mr. Cooper and Colonel Drew.)

MR. DREW: I think, perhaps, whether it is put in separately, under reserve, or put in now—I think this should go in as Exhibit No. 1.

MR. COOPER: The only difference, Mr. Chairman, that I see in this is that I do not think we have any right to request that any servant make a statement—he can make a statement and come over here and be sworn, and refresh his memory by looking at it. It has not been put in in the past. I have no objection to its going in.

MR. DREW: I was only suggesting it as a matter of convenience; otherwise the details would have to be read into the record.

THE CHAIRMAN: All right, if Mr. Cooper does not object.

MR. COOPER: I have no objection, Mr. Chairman.

EXHIBIT NO. 1: Statement of Car Purchases during fiscal year, April 1st, 1941, to March 31st, 1942, showing operating costs, method of purchase, and use of Government-owned cars.

Q. Now, just to deal with Exhibit 1, and get the information that is contained in that, to start with. The first column gives the number of cars purchased, which, as you have said, is 182. Traded in, 96. Net purchase price, total, \$110,011.01. Operating costs, cars bought during 1941-1942, \$60,290.46. How was that worked out as an operating cost, Mr. McAllister?

A. These departments that I received that information from keep an accurate cost of all the cars that are operated under their departments.

Q. Yes, but you see under this heading is Operating Costs of the cars bought—that is merely the purchase price of the cars, isn't it?

A. No, that is what it cost to operate the cars that were purchased in that year 1941-1942.

Q. I see, that means that is the operating cost of the cars bought during that year

A. Yes, that is what the resolution asked.

Q. Then, in the next column, "Other Government-owned Cars"—that is, owned by the Government Departments, and that shows 75 in the Attorney-General's Department—these are in addition to the ones bought during 1941-1942?

A. Yes, sir.

Q. 75 in the Attorney-General's Department; one in the Education Department; two in the Department of Game and Fisheries; four in the Highways Department; none in Insurance, Labour, Lands and Forests; five in the Department of Mines; none in the Department of Municipal Affairs, Prime Minister's Department or the Department of the Provincial Auditor; two in the Provincial Secretary's Department; none in the Departments of the Provincial Treasurer or of Public Welfare; none in Public Works.

That makes a total of 89 additional cars; or a net total of 239 cars owned and operated during the fiscal year ending March 31st, 1942?

A. Yes, that is right.

MR. BELANGER: Were some of those cars turned in?

A. Some of them might have been turned in in the middle of the year; and the operation of the new cars would be reflected in the cost in 1941-1942.

MR. DREW: But the total number of cars during the year would be 239?

A. Yes, that is right.

MR. COOPER: This \$60,290, is that the cost of operation of all the cars owned by the Departments, or of just those purchased in 1941-1942?

A. The \$60,000 is the operating cost during that year of the 182 cars.

MR. ARMSTRONG: What would be the total value of the cars turned in?

A. I have that in detail, but I have not got it totalled.

MR. DREW: I think we could best get that when you have the names of the companies or individuals from whom the cars were purchased, with the details as to the purchases?

A. That is the total gross purchase price, and the total credits?

Q. Yes. Then we find that the operating cost of the cars in the Attorney-General's Department was \$26,605.24—that is of those other than the new ones purchased in the last fiscal year?

A. That is right.

Q. Making a total operating cost of the cars owned and purchased by the Attorney-General's Department in the last fiscal year of \$86,305.24. That makes apparently the bulk of the operating cost, as the total operating cost of all cars, according to these figures, was \$89,705.61?

A. That is right.

Q. Now, can you tell me whether the authority to buy these cars is retained by the Departments themselves, or is there any central authority for the purchase of cars?

A. They are purchased by the Departments themselves.

Q. So that, as far as the Department of Public Works is concerned, you have no actual supervision over the purchase of the cars?

A. No.

Q. Is there any system, to your knowledge, by which reports are made periodically as to the cost of operation, or are those costs simply entered by the Departments in their general accounts?

A. Well, some of the Departments have that information here at the head office. Other Departments have it in their district offices. That is the reason why I could not get the information as regards Health and Agriculture. They have the gross amount of the expense accounts, but the details regarding the upkeep of the cars would have to be ferreted out of those accounts.

Q. Now, in this you have simply left Health and Agriculture blank, and those would require to be completed before this statement is a complete statement of the cost?

A. Yes.

Q. You have no indication of when they would be ready?

A. They sent letters out immediately I got notification. I wrote the heads of the Departments and asked them to obtain this information; and they contacted their district offices. It is not in yet.

Q. What system is used for the maintenance of these cars? Is there any provincial system for that, or is that again a matter of discretion in each Department?

A. Of course they would have to go to private garages to have their cars fixed, in the outlying districts. The Highways, of course, maintain their own garages in District Headquarters, where their cars will be repaired. But, I imagine that in outside districts there would be no Government facilities for the repair of the cars.

Q. What Government facilities are there for the housing of these cars—are there Government garages?



A. I could not answer that, Colonel. I know there are facilities under the Highways Department in other districts to house them.

Q. I would like you to have that information, because that all enters into the cost of the maintenance of the cars. If the Province is maintaining garages for the purpose of housing their own cars, obviously that is a cost which enters into the general maintenance of the cars.

Is there a garage in connection with these buildings, operated by the Government?

A. Yes.

Q. What garage is that?

A. That is the Highways Garage.

Q. What cars have a right to use that garage?

A. It is principally used for the cars of the Provincial Police.

Q. The Provincial Police, then, use that for their cars upon whose authority? Would that authority come through you or through the Highways Department?

A. I think it must have been by arrangement between the Attorney-General's Department and the Highways Department. We own the building, but we have not any jurisdiction.

Q. Is there any entry made, of any kind, as a charge for the use of that building?

A. If there is anybody housing their car there, there is, for others.

Q. Who is that?

A. The Minister or Deputy Minister.

Q. There are charges made for that, are there?

A. Oh, yes.

Q. And do many of the Ministers or Deputy Ministers keep their cars there?

A. Yes.

Q. Have you a list of the Ministers or Deputy Ministers or any others, keeping their cars in that garage?

A. No, I have not.

MR. DREW: Will you get that, please?

MR. BELANGER: That is not a part of the questions asked for in the resolution.

THE CHAIRMAN: I see no objection to it.

MR. DREW: I think you will see that it makes a good deal of difference. It may need a separate resolution. But, after all, as we open this thing up we are trying to get a composite picture of the use of the cars and the way in which they are handled.

Q. And that, you say, would be a matter of arrangement between whom, as to the housing of the cars there?

A. Between the Highways Department and the individuals.

MR. DREW: We will leave the answer to that question then, until you can get that information.

As to the Police cars, as far as they are concerned, I do not want you to answer any questions which you feel could better be answered by someone else.

Q. Can you tell me what police cars are housed there?

A. I have not the knowledge from which to answer that.

Q. That could be answered better by someone in the Attorney-General's Department, could it?

(No reply.)

Q. Now, passing from the cars to the question of the gasoline supply of these cars, is the Province operating its own supply of gasoline in connection with them, like any other garage, or how is that done?

A. I do not know how that is handled, Colonel.

Q. Who would know that?

A. I imagine the Highways Department; or it may be the Provincial Police.

Q. In that Provincial Garage of which we are speaking now, has it pumps of its own?

A. I believe there is a pump; I do not know how it is operated.

Q. Who would know about that?

A. The Highways Department.

Q. Then as to the service rendered any of those cars, that also would be under the Highways Department, would it?

A. Yes.

Q. Now, leaving that for the moment, and going to the cars for which there have been large allowances, have you the details in regard to those payments prepared?

A. That is answered in a question at this Session. Do you mean the totals?

Q. The details as to the totals are answered, yes.

A. As to the information that was contained in the answer to that question, which gave the gross payments by the Departments for the year, do you want that read into the record?

Q. Yes, to complete the picture, if you will read it in.

A. By Departments?

Q. Yes.

A. Agriculture, \$93,532.56; Attorney-General, \$101,492.77; Education, \$71,625.25; Game and Fisheries, \$22,381.03; Health, \$22,912.58; Highways, \$326,845.75; Insurance, \$1,936.65; Labour, \$56,759.59; Lands and Forests, \$49,362.93; Mines, \$3,750.78; Municipal Affairs, \$2,258.52; Prime Minister, \$128.46; Provincial Auditor, \$669.16; Provincial Secretary, \$16,769.63; Provincial Treasurer, \$4,058.48; Public Welfare, \$79,098.43; Public Works, \$3,401.95.

The total is \$856,984.52.

MR. COOPER: What is that?

A. That is for 1941-42.

Q. It includes gasoline?

A. Yes. That is the amount paid by the Department for privately owned cars, as mileage.

Q. They paid a certain mileage allowance, and the parties paid their own expenses?

A. Yes, that is the amount paid by the Government.

Q. And that is for the one year ending March 31st, 1942?

A. Yes, that is right.

MR. DREW: In regard to those items of mileage accounts, does that come under your authority in any way?

A. No; each Department.

Q. Just so that we will have the picture clearly, why was it that you answered that question? Are these reports handed in to you as an ordinary matter of course, or as a matter of convenience?

A. I did not notice that the question was tabled under the Minister of Public Works. It really should have been tabled under the name of the Minister of Highways. The Departments furnish their own figures, and it was put together by the Highways Department.

Q. Which Department supervises the co-ordination of the use and employment of automobiles?

A. Each Department does that. In reply to that question, it is co-ordinated by one Department.

Q. And that Department is—

A. I believe it is the Highways Department.

MR. COOPER: You are replying to the question that it is co-ordinated—not as to the use of cars?

A. Yes, I am referring to the question.

MR. DREW: Then let us keep it to this question: Is the hiring of cars in this way as to a mileage allowance co-ordinated by the Highways Department?

A. No, each Department is responsible for the mileage paid. It operates under an Order-in-Council passed by the Department of Highways.

Q. Is there any measure of supervision over the spending of the Departments in regard to these payments, that you know of?

A. Well, the Departments themselves watch it, I presume.

Q. There is nothing vague about what I am trying to get at. Here is an expenditure of \$856,000 on mileage allowances to private owners of cars, and the question arises as to the wisdom of that course, as compared with the ownership of cars. Surely there must be some central or supervising authority which decides the wisdom of this method, as compared with other methods of transportation, is there not?

A. I could not answer that.

MR. COOPER: Q. Each Department checks up the rates submitted to them, and it is paid?

A. That is correct.

MR. DREW: Q. That does not answer my question. The question is, Is there some method of supervision over the payments made in this way for mileage allowances?



A. Only what is exercised in each Department and by the officers of the Department.

Q. So that, so far as you know, it would only be the officers in each Department who would be able to answer the question as to the extent of supervision in connection with the payments of mileage allowances?

A. Yes.

Q. Then the other question was in connection with cars hired. Have you got the details of that?

A. Yes.

MR. COOPER: Q. Just before you leave that question, is it not true that the Provincial Auditor checks over the items submitted by each of the Departments before they are paid?

A. Oh, yes.

Q. Then he is the man, I suppose, who could answer Colonel Drew's question as to what supervision there is over it?

A. Yes.

MR. DREW: Q. There was another item there of payments for car rentals. The total was what?

A. Do you want the total?

Q. Yes.

A. \$23,791.49.

Q. Now, what is the basis upon which those car rentals were paid?

A. I think it is where they are servants of the Department and probably take a train to some point, and operate from there by rental of cars.

MR. COOPER: How much was the item?

A. \$23,791.49.

MR. DREW: Q. Are you in a position to say what measure of supervision or what method of supervision, is employed to check the method of car rental and the amounts paid? Would that also come under the Provincial Auditor?

A. Yes, I presume so.

Q. You would not have anything to do with that, in your Department?

A. No.

Q. Have you any indication as to when you might expect those additional figures from the other two Departments?

A. They may be in to-day, or to-morrow.

Q. Can you tell us, Mr. McAllister, the number of cars that would be involved in this figure of \$856,000 paid for mileage?

A. No, I have not got that information.

Q. Would that be paid entirely to members of the Civil Service, or to others as well?

A. No, to the Civil Service.

Q. So that we may take it as definite that the whole of that \$856,000 was paid to members of the Civil Service for the use, and expenses connected with the operation, of their own cars?

A. It is simply for the use. The use covers all expenses. They were paid so much a mile, which includes all costs.

Q. Are you in a position to state what is the determining factor as to whether a man's own car will be used, or one of the other cars already actually owned by the Government?

A. No, I would not be able to answer that. I presume that if there was a Government-owned car available, they would use it.

Q. What I am merely asking you is this—all my questions are necessarily for the purpose of finding out to whom we must go for the information, because you say that you do not know why this answer was put in by your Department. You yourself do not know the method employed. I presume, first, we will have to go to the Provincial Auditor, and then to the different Departments. Can you add anything to explain the test which governs the use of private cars under this mileage allowance, and what method of control is in operation?

A. I would not have the information to answer that properly. I think it had better be obtained from the other Department heads.

MR. DREW: Mr. Chairman, in view of the answer given by Mr. McAllister, I now have the broad picture, so far as he is concerned; and unless there is something that he wishes to add, I have no other questions to ask him. And we will proceed, first, with the Provincial Auditor, and then with the heads of the Departments, because the witness explains that he does not know the answers himself.

MR. COOPER: Do you want to call the Provincial Auditor?

MR. DREW: Yes.

HON. MR. MCQUESTEN: Q. Is it not the sole responsibility of each and every Department to supervise as to their own cars?

A. Yes.

Q. And their mileage allowance, and the general instructions and supervision, plus the checking of the payments by the regular auditors?

A. Yes.

MR. DUCKWORTH: Is there anything paid to a man who owns his own car, and then uses it for the Government, and then he may use it for his own pleasure?

THE CHAIRMAN: Will you make your question a little clearer?

A MEMBER: A man may own his own car, and the car may be used by the Government, and he is getting a mileage allowance for that car. What have you by which you can check up whether he uses it all in the Government service or partly for his own purposes?

MR. DUCKWORTH: Of course he can use his own car for his own purposes. He makes his application for the allowance for the use of his car by the Department, and that is passed on to the Auditor.

A MEMBER: The man drives his own car, and then he comes back and makes his application to the Government, and how does the Government know whether he uses it for his own purposes or not?

A. He is only paid for the mileage that he drives in the Government business, not on his total mileage. The Highways Department have a special form. That man has to put down where he starts from, and he puts down his speedometer reading when he starts; and he indicates on that form the number of points he has visited, and then the speedometer reading when he returns gives the number of miles which he has operated on the Government's business. That is the way they check it up.

MR. DREW: Just one other question. Are you in a position to explain what mileage is paid on these cars that are hired, including that \$23,000 odd?

A. No, I could not. I imagine it would vary according to the locality in which the cars were rented.

Q. In other words, so far as you know, that would simply be a voucher payment to an individual for the expense connected with the use of a motor car?

A. Yes

Q. It is not a fixed amount?

A. No.

Q. It might be a matter of convenience to put in the Order-in-Council covering the payment of mileage at this point. Would you have a separate copy of that Order-in-Council?

A. No, I have not here. It is not very long since that question was answered. I think it was about two years ago.

Q. I was only thinking about the completing of the record. If a copy of the Order-in-Council were put in, that would avoid the necessity of reading it in.

A. Very well.

Q. In dealing with the different Departments, can you tell me who in the Attorney-General's Department would have charge of this?

A. No, I do not know.

MR. DREW: Do you know, Mr. McQuesten?

HON. MR. MCQUESTEN: I think it is generally the Deputy.

MR. DREW: Do you want me to include in the resolution all the people I will have to ask to have the proper information on these questions?

HON. MR. MCQUESTEN: I think it would be better.

MR. DREW: I would move that the Provincial Auditor, the Deputy Attorney-General, the Acting Deputy Minister of Highways, the Deputy Minister of Mines, the Deputy Minister of Agriculture, the Deputy Minister of Health, the Deputy Minister of Education—I want all the Departments mentioned in the statement, because I want to get all the details.

THE CHAIRMAN: You had better read the Departments.

MR. DREW: I will take it in the order they are in here:

The Provincial Auditor;  
The Deputy Minister of Agriculture;  
The Deputy Attorney-General;  
The Deputy Minister of Education;  
The Deputy Minister of Game and Fisheries;  
The Deputy Minister of Health;  
The Acting Deputy Minister of Highways;  
The Deputy Minister of Insurance;  
The Deputy Minister of Labour;  
The Deputy Minister of Lands and Forests;  
The Deputy Provincial Secretary;  
The Deputy Provincial Treasurer;  
The Deputy Minister of Public Welfare;  
The Deputy Minister of Public Works;

THE CHAIRMAN: Might I make a suggestion, that you add in the resolution: "Or any other official of the Department having the knowledge"?

A MEMBER: I think if the Colonel would word his resolution, "The Deputy Minister or such other official as the Deputy Minister may see fit" it would cover



what he wants. For instance, in our own Department, it might be that Mr. Duncan would be able to answer questions better than the Deputy.

MR. DREW: "Or such other official as may have knowledge of the facts in this matter."

THE CHAIRMAN: Yes.

MR. DREW: Now then, I think that is all. I had better complete the resolution. It actually is under the original resolution.

THE CHAIRMAN: "To attend and give the information under the original resolution?"

MR. DREW: "To attend and give evidence under the original resolution, No. 1."

HON. MR. MCQUESTEN: It is all right for the record, but for these officers it would be better to have the resolution a little more clear. I wonder if Mr. McAllister would read the list we wrote out?

MR. McALLISTER: The first thing is the names of the companies or persons from whom the cars were purchased in the years 1941-42; the total gross price of the cars purchased; the total credit against these cars, for cars turned in. Then I was asked to answer regarding the housing of Government-owned cars.

MR. DREW: Yes.

MR. COOPER: And there was a list of the Ministers' and Deputy Ministers' cars that were housed.

MR. DREW: Yes, a list of the cars being housed in the garage.

HON. MR. MCQUESTEN: That is, in the Queen's Park Garage.

MR. DREW: Yes, the private cars, and the rates charged, and the total amounts charged, in each case.

MR. McALLISTER: Against each individual.

MR. DREW: Yes.

Now, does that give sufficient information, or do you feel that there is anything wanted to amplify that?

HON. MR. MCQUESTEN: That is all right so far as those items are concerned.

MR. COOPER: I think the Colonel should add to his resolution the items under Item No. 1 of his original resolution, so that they will know what it is all about.

THE CHAIRMAN: Do you want to add anything?

MR. DREW: It is: "To give evidence as to the subject-matter covered by the original resolution"—and that a copy of the original resolution be sent to each of the Deputy Ministers.

MR. MCALLISTER: Then shall I answer in regard to the names of companies or persons from whom cars were purchased by our own Department, alone?

MR. DREW: Would that be original information, or second-hand?

A. I would have to obtain it from other Departments, otherwise.

MR. DREW: I think we had better obtain that information from the different Departments.

If you would request the different Departments to obtain that information so as to have it ready to give it, when they are called.

MR. MCALLISTER: And about the gross price?

MR. DREW: If you could obtain that, and give a summary of the totals, and let the Deputy Ministers of the different Departments give the details.

There is one other point I might cover, and then I would not want to pursue this matter further, so far as you are concerned.

Q. There is an item of mileage allowance, \$3,901.97 in the Public Works for mileage paid. Does that come through you?

A. Yes.

Q. Now, what information do you require as to the need for the use of cars in that way in your Department?

A. At the present time, no one is allowed to incur mileage for our Department without asking for permission. And we have a form for that, which has to be signed by the Chief Architect or myself; and on that form is indicated for what purpose the car is to be used.

Q. Have you received any special instructions of any kind—before you answer this question, I will leave it to the Chairman to say whether you are to answer it or not.

Have you received any instructions up to date in regard to this question of car mileage, which would change the general provisions which have been in operation for some time in that respect.

A. Nothing except the ordinary Order-in-Council.

Q. You have not, then, been asked to obtain any more information as to the need of cars, in that way, than was in existence, say, a year ago or two years ago?

A. As I say, each Department—basing it on our own experience, we watch it ourselves and regulate it ourselves.

Q. Have you received any general instructions as to the necessity of curtailment as to the use of cars, as the result of the shortage of gasoline and oil?

A. Not written. It was indicated that we should restrict it as much as possible.

Q. But there was nothing in writing that went out to the different Departments?

A. No.

Q. Dealing only with your own Department, what steps have you taken, as Deputy Minister of Public Works, to limit the use of cars and of tires and of gasoline, under the general need of the moment?

A. By the employment of that form that I have just mentioned, that anyone in the Department wishing to use their own car on the mileage basis has to submit a request indicating why they want to use the car. And that permission is given either by the Chief Architect or myself.

Q. Then again, dealing only with your own Department, does the gasoline which is paid for under this mileage allowance have to come out of the ordinary ration coupons, or is there an additional allowance for that purpose?

A. Well, where it is necessary for an employee of the Department to use his car on a mileage basis, he usually gets a preferred ration.

I might say, in regard to our own Department, it is rather easy to control that, because you will notice that we have very little mileage, and the men are operating out of head office, so that we can control it. But we could not apply that in the larger Departments, where they are operating out of headquarters outside of Toronto. It would be almost impossible to put our system into effect in those Departments.

Q. I realize that yours is a very small total out of the whole, and I am only asking as to the general method as it applies to your Department. Can I take it, then, as definite, that other than the general control which is exercised in regard to mileage, no new controls have been imposed, or that there is no new form of supervision to limit the use of cars under this mileage allowance?

A. Nothing except that which would be suggested by the necessity of curtailing them, which is in everybody's mind.

Q. The reason I am asking that is that we have a figure here of nearly a million dollars, with two Departments still to hear from; and I am simply asking what co-ordinated method of control there is, if any?

A. I can only answer so far as my own Department is concerned.

MR. COOPER: Q. You can curtail it by refusing to grant permission in any individual case?

A. Oh, yes, I can.

MR. DREW: That is all I have to ask just now.

THE WITNESS: This is the Order-in-Council which you asked for, which is to be filed.

EXHIBIT No. 2: Copy of Order-in-Council, dated July 8th, 1941, on rates to be allowed for the use of privately-owned motor cars in the Government service.

THE WITNESS: The rates regarding the Government garage over here, the individuals using it, and the rates charged, am I supposed to obtain that, because the Highways Department run that, and the individuals pay the Highways Department.

MR. DREW: I think the simplest way would be to get the Deputy Minister of Highways and have him answer that, because you would be only getting it second-hand.

Q. The truth is, Mr. McAllister, as far as the information is concerned, you have no personal supervision of any kind at all?

A. No, not over that.

Q. It was merely a matter of convenience that you were called upon to put these accounts in. Thanks..

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THE CHAIRMAN: Mr. McQuesten, you are having someone from your Department?

HON. MR. MCQUESTEN: Yes, they are coming right along now.

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JOHN DAVID MILLAR, sworn.

MR. DREW: Q. Mr. Millar, you received a copy of the resolution that was passed here on the last day, did you?

A. Yes, sir.

Q. Have you prepared a statement in accordance with that resolution?

A. Yes.

Q. Have you a copy of that?

A. Yes.



MR. COOPER: Q. Mr. Millar, so that it will be on the record, you are the Deputy Minister of Highways, in the absence of Mr. R. M. Smith?

A. Yes.

MR. DREW: Then this will be Exhibit 3.

EXHIBIT No. 3: Statement produced by Mr. Millar.

Q. It is written as a letter to the Minister of Highways by Mr. Millar, as Assistant Engineer, and as a matter of convenience it might go in as an exhibit—I do not know that it is necessary. Have you any objection?

HON. MR. McQUESTEN: It is all right.

MR. COOPER: I have not read it. If you want to put it in, it is all right. It is really addressed to the Minister.

MR. DREW: Mr. Millar, have you a copy of the tenders that were called for in this case?

A. In the McGinnis & O'Connor job at Kingston?

Q. Yes.

A. Yes, I have.

Q. As I understand it, this is a contract on Highway No. 15, fourteen miles north of Kingston; and a contract was awarded to McGinnis & O'Connor. The contract was awarded on what date?

A. The contract was awarded on May 19th, 1941.

Q. When was the contract completed?

A. It is not yet completed, Mr. Drew.

Q. Was that original contract made following a call for tenders?

A. Yes.

Q. Have you a copy of the original advertisement?

A. Yes, sir. (Produced.)

MR. DREW: This will be Exhibit No. 4.

EXHIBIT No. 4: Copy of advertisement for tenders.

Q. I see that the tender called for patching with hot mix or penetration?

A. That is right, sir.

Q. Were there a number of tenders in connection with this Highway No. 15 contract?

A. There were four tenders received, sir.

Q. Was the lowest tender accepted?

A. Yes.

Q. And that contract went to McGinnis & O'Connor?

A. Yes.

Q. Was that for a fixed amount?

A. It was for an estimated amount, for the amount of the tender; that is the contractors' portion was \$90,625.

Q. The contractors' portion?

A. Yes.

Q. \$90,000—

A. \$90,625.

Q. What do you mean by the contractors' portion was \$90,625?

A. In addition to that, sir, the Department supplies the material and the engineering. I believe the material was \$32,775, and \$3,500 for engineering.

Q. What were the dates of the tenders?

A. The tenders were called on May 9th, 1941, and received on May 19th, 1941; and they were let on the same date.

Q. I do not just understand this. The advertisement or notice of advertisement going to the newspapers was dated May 18th, and the date of the advertisement to be inserted is May 19th; and yet the tenders are dated ten days before that. How does that come about?

A. I am not just quite clear on that. Are the tenders dated ahead? This is a copy dated May 18th—the copy from our files here.

Q. That is a copy of the notice, the one dated May 18th, is a copy of the notice to the papers carrying the advertisement, and the advertisement, as I see it, is dated May 19th.

A. On May 11th, sir, on the Notice to Contractors to the Toronto papers here.

Q. Even so, it is a question of detail, but I do not understand how the

contractors were making tenders on May 9th, if the Notices to the newspapers were not going out until some days after that?

A. They were out. This notice of call was May 9th, when the Notice was placed in the papers. This date on the advertisement is the date when the copy is registered in the records of our Department here. It was published on May 9th.

Q. Then when did the tenders come in?

A. They were due on the 19th May.

Q. So that the notice was published on the 9th, and the tenders came in on the 19th.

A. They were dealt with on the 19th.

MR. COOPER: The tenders would come in before that?

A. Yes.

MR. DREW: Q. Was that for a construction or a maintenance job?

A. It was for a maintenance job, sir.

Q. Is that the job that is still going on there?

A. That is right, sir.

Q. Do you know what has been spent to date on that Highway, or what has been paid to those contractors in connection with that job?

MR. BELANGER: That would be to the end of the fiscal year, 1941-1942.

A. To the end of the fiscal year, 1941-1942, there has been spent \$193,000.

Q. Is that for the original work estimated at \$90,000?

A. No, there was an addition made to that, sir.

Q. What was the nature of the addition?

A. The addition was largely excavation, both rock and earth.

Q. Were tenders called for on that?

A. No, the original contract was extended, sir, to cover those items.

Q. That was a different type of work, was it not?

A. It was slightly different, yes.

Q. Is it not the usual practice, in a case of that kind, to call for tenders?

A. No, not necessarily, sir. Additional items were found to be necessary.

Q. The Chairman will tell you whether to answer this question or not. Is it not correct that up until the present time about \$300,000 has been spent on the job in that area?

THE CHAIRMAN: No, I do not think you can ask that question.

MR. DREW: Of course I introduced the motion to extend the powers of this Committee, and I hope the members of this Committee will ask it, as the Public Accounts Committee are asking at Ottawa. This is a case where a contract was let on the estimated basis of \$90,000; at the end of 1941-1942, \$193,000 has been spent; and according to Mr. Millar the work is going on in this year.

THE WITNESS: A moderate amount of work has been done finishing up what was started in 1941-1942.

Q. Why would it not be wise to call for tenders for that work? There is no secret about the thing. The point is that this contract was let for \$90,000, and in addition to that \$103,000 has been paid to the contractor.

HON. MR. MCQUESTEN: It was \$90,000 to the original contractor, plus the additional amounts which you have mentioned?

A. Yes.

MR. DREW: \$90,000 plus the material and the other items. The answer to the question was that \$302,101 has been paid to the contractor. Now, is it not considered good practice, where the amount paid exceeds the original contract by so much, to call for tenders where the amount is of such a nature?

A. At the time this work was called for, it was only intended that there should be patching of the bad break-ups which had occurred during the spring months. All these contracts called for patching work on the places which had been broken. The section north of Kingston was in that condition, and the contract was called for on the basis for a maintenance job only.

As the work opened up, it was found that heavy military traffic from Barriefield Camp was using the road in increasing amounts as the time went on; and the old macadam work was broken up and it was found necessary to do additional work to make a satisfactory basis on which to lay a pavement.

The original patching was extended so as to provide a better service, to provide for the trucking during the war. In doing that, it was necessary to do additional work in rock excavation. It was not thought advisable to call additional contracts for that work. As the time went on, it was agreed to be done by the contractor, together with additional work that had been carried on in the same district.

MR. DOUCETT: Would you term that additional work construction or maintenance?



A. There was nothing charged to construction work in 1941-1942.

Q. There has been construction work carried on?

A. The interpretation of "construction" hinges upon a good many things. In our bookkeeping in our Department it is classed as a maintenance job.

MR. DREW: Q. Does that apply to the whole \$302,000?

MR. BELANGER: I object to that.

A. No.

MR. DREW: Q. Have you the instructions to the contractor by which the work was extended beyond the amount tendered on?

A. I have our Work Orders issued from time to time extending the original contract. This, sir, is the original contract signed by ourselves and the contractor, and the submission of the additional prices, and the work covering the additional prices from time to time.

Q. Just as a matter of mechanics, when it was decided to do this additional work, what were the steps taken to inform the contractor that he was being called upon to do this work?

A. A Work Order was issued by our Department.

Q. Just let me see that?

A. That is the Work Order approving of the additional price at \$1.80.

Q. Following the original contract, then, would you say that this order form of August 8th, 1941, was the only notification that went to the contractors which started them on this new branch of their work?

A. No, there were following orders from time to time, following on that sheet.

Q. At that particular time?

A. At that particular time that \$1.80 was established in accordance with the regulations.

Q. I see that is the order form of August 8th. I see on August the 1st there is a letter from McGinnis & O'Connor, Kingston, addressed to Mr. A. A. Smith, which says:

"Dear Sir:

"Confirming our telephone conversation of this morning with Mr. R. M. Smith, we beg to quote you a price of \$1.80 to include the removal of both solid rock and boulders on the above contract.

"Will you kindly advise if this price is satisfactory to you."

Then the order form is the completion of that arrangement? Is that right?

A. That is right sir, yes.

Q. Wasn't it clear that the rock and boulders would have to be removed, at the time of the letting of the original contract?

A. No, sir, it was intended that the water-bound surface would be removed, if necessary, and the surface laid on top of the existing grading.

I might say, in explanation of that, I have a profile of that which would explain perhaps better than anything else as to the original contract and the addition of the amount of rock. The grading was scratch work, very small amounts which were called to be removed; and naturally it would be more expensive to take out that rock in big quantities. The profiles which I have here show that. 17,000 yards of rock were originally estimated upon, and that was taking out the small cuts in order to get the proper drainage.

MR. DOUCETT: There were really 69,000 yards of rock excavated?

A. Yes, and as I say, as the work progressed it was found necessary to excavate the additional rock, so as to provide a grade and drainage.

HON. MR. MCQUESTEN: Q. What was the character of the rock?

A. It was 50 per cent limestone and 50 percent granite.

The southerly part of the work is largely limestone, and the northerly part was nearly all granite.

MR. COOPER: Was there seepage of water from under those rocks, causing the trouble and damage?

A. Yes, there was considerable seepage.

Q. And your engineer felt that that excavation was necessary?

A. Yes.

MR. DREW: And there was a change in the alignment, wasn't there?

A. There were several places where the alignment was somewhat changed.

Q. That was originally intended, wasn't it?

A. No. But, as the military traffic increased, it was felt that the traffic justified the improvement of the alignment.

Q. What would be the approximate length of the longest change in alignment of this road?

A. The longest section—not necessarily the heaviest amount of grading,

but the longest section, was approximately a mile south of the C.P.R. tracks. The alignment went slightly back and forth across the railroad, and possibly disturbed nearly a mile of road, at the time.

Q. Can you estimate what amount of rock would be taken out of that?

A. There was not any considerable amount of rock in that particular alignment. The largest amount of rock was farther north.

MR. DOUCETT: It was true that there was a considerable quantity of rock taken out?

A. Yes.

Q. Which would run into many thousands of yards of rock?

A. I could not give you the figures there. My figures give the whole job. The excavation at the extreme north end was the heaviest part.

Q. Which was the new piece of road?

A. Yes. We diverted it back of the building to go around, where it was exceedingly sharp, and there had been several serious accidents.

MR. DREW: Would not that, in normal times, be deemed construction?

A. Under normal conditions I would say, yes.

Q. What was the factor which made you deal with it as maintenance instead of construction?

A. As we went on with the work, month after month, and discovered conditions which were not available to us at the time of the tenders, the work was extended to include a certain amount of rock grading. It was extended from month to month as the work progressed.

Q. Is not this a rather unusual balance of figures, to start with an estimated cost of \$90,000 and then spend over \$300,000—that is the case of the tail wagging the dog. The tenders were for \$90,000, and then the bulk of the cost was done without tendering—was not that rather unusual?

A. No, sir. The principle of extending contracts has been followed for a great many years, not only in the Department of Highways but in other construction bodies throughout the Dominion.

HON. MR. MCQUESTEN: Q. What difference does the war make?

A. The war makes it almost impossible to obtain new tenders, because contractors are not in a position to bid.

Q. And what about the amount of the bids?

A. The amount of the bids, we felt, would be considerably higher.

Q. And it would be dangerous to call for tenders again—is that what you mean?

A. Yes.

MR. DREW: Q. Is there any memorandum on the files for that?

A. No, there would not be for that. The rate per yard was \$1.80; and I have comparative figures for rock prices, which ran from \$1.40, \$1.60 and \$1.70—which were bid on contracts for the same period, having estimates of over 100,000 to 300,000 yards of rock—large quantities. And those prices, as I say, were between \$1.40 and \$1.60 on the basis of the invited tenders called for. And the \$1.80 in this contract it was felt was a fair price.

Q. Wasn't it the fact that having some part of the equipment already there was of advantage to the contractors?

A. No, because the equipment was for the patching only.

MR. COOPER: Q. Is it your opinion that the \$1.80 was fair?

A. Exactly, sir.

MR. DREW: Q. There is nothing on the contract to show on what basis it was decided that the \$1.80 was a fair price?

A. From the comparison of our records and the knowledge of the conditions at the time; we used, as one example, a similar contract carried on by the Federal Government at the Collins' Bay Airport—

MR. COOPER: How far is that away?

A. That is approximately five miles away from Kingston.

Q. With the same type of material?

A. Yes.

HON. MR. McQUESTEN: Q. The same type of stone?

A. Yes. At the start of the job, the limestone at the south end of the McGinnis & O'Connor job.

Q. You have already told us that there was fifty per cent limestone and fifty per cent granite?

A. Yes.

Q. Then it was not all the same type of material?

A. That is the way it was, sir.



MR. DREW: What I am trying to get clear is, how do you decide what is a fair price, and what is not? After all, it seems to me that when the contractor is brought in through the door by one tender, and then suddenly a completely new job is opened out to him, once he is inside that door, without any tender at all, there should be some method of laying down a price. Quite apart from whether this is right or otherwise, isn't it the practice to place on record a memorandum showing why this course was followed, and why the price is considered wise?

A. The price is considered, sir, on the record of our other contracts; and there were no conditions and never had been under one of this type of contracts in the Province. It was necessary therefore to base our \$1.80 per cubic yard price only on the prices which we already had for different classes of work.

HON. MR. McQUESTEN: Would it be practical to bring in another contractor to do an item of work, when a contractor was already on the ground?

A. No, it would not.

AN. HON. MEMBER: Would Mr. Millar mind showing us the profile of the situation on the ground and the depth of the rock cut?

A. This is what it was like at the south end. Here are slight cuts, barely touching the surface of the road.

Q. What depth would that be?

A. It would be approximately six inches into the roadbed, here, plus another six inches—this is the intersection with Highway No. 2 at Barriefield.

MR. DOUCETT: According to your profile there, what is the deepest cut that you took out, in feet?

A. I would have to check over each individual one to find which is the deepest. The deepest cut on the first mile from Barriefield north was approximately two feet.

Q. Speaking of the new alignment, what was the deepest cut?

A. The deepest cut on the north was upwards of twelve feet on the present road where the alignment was moved to one side. It took in probably ten or twelve feet on the side, on the one side on the sidehill cuts. But on the one diversion at the north end of the job it ran up to twelve feet.

AN. HON. MEMBER: Q. What was the total length in feet where you had that rock cut?

A. I could not answer that.

Q. Was it half a mile or three-quarters of a mile?

A. I could not answer that without getting further information on it.

Q. For the greater distance the rock cut was somewhat shallow?

A. Yes.

MR. DREW: Q. You are talking about the old road?

A. Yes.

AN. HON. MEMBER: For the greatest distance of that contract the rock cut was shallow?

A. Yes.

Q. In this particular contract, did the contractor have to maintain traffic throughout the entire period?

A. Yes, traffic had to be maintained—heavy military traffic, as a matter of fact, day and night.

Q. Does that mean extra expense to the contractor?

A. It means extra expense for barricades and for the direction and supervision of the traffic.

MR. COOPER: What about the delay with the work?

A. That delays the contractor.

AN HON. MEMBER: And that would add considerable to the cost of the excavation of rock, and the deeper cut, and so on?

A. Yes.

Q. And your opinion was that with those facts in view this was a reasonable price?

A. Yes.

HON. MR. MCQUESTEN: Q. What about ditching at the side?

A. Greater ditching was required at the side to prevent pockets of water forming.

Q. Did that call for shallow cuts?

A. Yes.

Q. The deeper rock cut, is that hard or soft rock?

A. It is hard rock, sir—granite.

MR. DOUCETT: Q. Mr. Miller, how much rock would you say was taken

out of there for which they did not use dynamite at all—I mean of what you classed as rock?

A. It all would be requiring dynamite; but through the village of Barriefield they could not use dynamite and that added greatly to the cost.

Q. Is it not true that there was an awful lot of shell rock?

A. No, it was feathered rock. It was taken out by pick, and then shovelled. At the top of the cut, of course, there is a certain amount of loose rock from weathering. But normal rock itself, they could not do it in that way.

Q. Is it possible for you to tell the amount of rock that was taken out of this deep cut?

A. No without further study of the profile and records.

Q. In the original study, there was no call for rock excavation. In the cost I notice there is over 67,000 yards of rock taken out, so that most of it must have been in this cut?

A. The quantities up to the end of March 31st, 1942, is given as 55,000 for rock excavation—55,107 cubic yards.

Q. So that there would be around 12,000 previous to that, because there have been 67,109 cubic yards of rock taken out?

A. Yes.

MR. DREW: Q. How was the division drawn here as to what was capital and what was ordinary expenditure?

A. There was no capital in 1941-1942, sir.

Q. All the capital expenditure was subsequent to that, was it?

A. Yes, sir.

Q. As a matter of method, how do you decide which is capital and which is not, in a job of this kind?

A. For the improvement of the road, sir, if it increases the tangible assets of the Department, it is classed as capital expenditure.

Q. At the time the contract was originally called, it was only to replace what had broken, and provide a road surface equivalent to the one that had been there before. Later on, the additional improvement of the road, made by this additional excavation and grading, made an improvement, and a portion of it was due to be added to capital assets.

MR. DOUCETT: It would be more or less construction?

A. Yes, sir

MR. DUCKWORTH: Does that include the rock work and ditching?

A. Yes, sir.

MR. COOPER: Was not there a level crossing on the C.N.R. somewhere?

A. Yes, at Kingston Mills.

Q. What did you do there?

A. We cut the grade on the south side and raised the grade on the north side. That made 1,000 feet. Previously there had been only about 200 feet. It was due to the danger caused by the Barriefield Camp.

HON. MR. MCQUESTEN: Q. Had there been an accident there?

A. No, there had been at Cataraqui, in that same district.

MR. DOUCETT: Q. Supposing you had anticipated, when originally calling for tenders for the work to be done, doing all of this work, don't you think that would have changed the tenders?

MR. COOPER: Can Mr. Millar answer that?

MR. DOUCETT: I have no doubt, because I have every confidence in Mr. Millar's engineering.

MR. DREW: The question which is asked is of some importance. You gave an original contract for \$90,000, and then you gave out the balance. Now, here is a highly competent man who is in a position to say that the original amount was a good deal of a guess.

MR. MCQUESTEN: The question is, What would the contractors do?

MR. DOUCETT: Wouldn't it make a different complexion on the thing, with the bidder?

THE CHAIRMAN: What do you mean by that?

MR. DREW: A few minutes ago this witness was asked why tenders would not be called for when this new job was being done, and he interpolated then that it might be dangerous to call for tenders, because you might even have difficulty in getting it done for that amount.

HON. MR. MCQUESTEN: Yes.

MR. DREW: You are getting to the point that you are willing to permit a Government commitment to an expenditure of \$90,000 which was a pure guess.

HON. MR. MCQUESTEN: No, the question was, What would a contractor do when tendering?



MR. DREW: You knew what the contractors were willing to contract for in this original contract.

MR. DOUCETT: Q. Would it not make a difference in the tender, if you had called for a \$300,000 job, instead of for a \$90,000 job for a maintenance and construction job, in price?

THE CHAIRMAN: Unit price?

MR. DOUCETT: Yes, unit price.

THE CHAIRMAN: Then put your question that way.

MR. DOUCETT: Q. Wouldn't it be reasonable to think that the unit price you could have had it done for would be lower on a large job than on a small job?

HON. MR. MCQUESTEN: When you say a large job, or a small job, it might be a large job of shallow excavation.

MR. DOUCETT: The original distance called for ten miles, and the finished job is for the same distance.

HON. MR. MCQUESTEN: The work is not done yet.

MR. DOUCETT: No, and it is a long piece from it, I am sorry to say.

MR. DREW: Q. If tenders had been called for originally for the whole of this job, would you not have had a lower unit cost than by doing it piecemeal, in this way?

MR. COOPER: I do not know how the witness can know that.

A. I would say, based on the profile of the shallow cuts which we have, taking into consideration the quality of the rock which had to be excavated, no, sir.

Q. And you base that opinion on what?

A. On tenders and bids which had already been received, on work involving much larger quantities in one bulk.

Q. Such as where?

A. I might quote some other figures. East of Gananoque, the price was \$1.48 for rock. West of Brockville, the price was \$1.57 for rock. We have prices ranging, north of North Bay, at \$1.95; the price at Timagami of \$2.00; and a price at Wanapitei of \$2.00.

Q. How does that help you to form an opinion in regard to this contract?

A. By comparison of the type of work which has to be undertaken, sir. If the quantities were such as these quantities were available to a contractor,

he naturally can tender at a lower price than if the rock is shallow, taking out these shallow scratchings and excavations.

MR. COOPER: Q. This one which you speak of north of Wanapitei, it involved an enormously larger quantity of rock?

A. It was a large quantity in going over a short distance.

MR. DREW: Q. Were any enquiries made at all, that you know of, as to the price at which this could be done by any other contractor?

A. It was not felt, sir, that another contractor could be called in upon a contract which another man already had for the paving. The patching would be a very difficult problem if you had one contractor doing the scratch work grading, such as this work was, and then had another contractor responsible for the sub-grading and the top.

THE CHAIRMAN: And, if you had called for tenders, you might have found very much higher prices because there were two contractors on the job?

A. That is so, sir. If the contractor had to do but part of the work, he would have had to have a larger price.

AN HON. MEMBER: Q. And you think, if you let it to one contractor, you could get it done more cheaply than by having two contractors?

A. Yes, sir.

MR. DOUCETT: Q. You might have made a thorough survey of the road for the job?

A. It was impossible to make a survey for the beginning of the year 1941; it was very difficult to make a forecast. Up to April, 1941, there had not been a great amount of military traffic; but after the job had started we found that was increasing from day to day and from week to week.

Q. On the start, you had not anticipated any new alignment?

A. No, sir.

Q. That was determined upon after the work was started?

A. Yes.

Q. Would it be fair to ask on what ground that change was made?

A. Due to the conditions which we found in the sub-grade. When we broke into the road, we found it was very wet underneath, and it was almost impossible to patch it with that condition underneath it.

MR. BELANGER: Q. It was on account of the heavy traffic?

A. Yes, from Barriefield, and the traffic was increasing from day to day.

MR. COOPER: Q. I understand the road had been laid some years before?

A. Yes, in 1920 and 1921.

THE CHAIRMAN: Q. What would have been the condition, if you had not had this work done?

A. The Department is convinced that if we had not done this work, the road would not be there to-day.

MR. DREW: Q. You have produced this as the record of the contract, the location Kingston to Joyceville?

A. Yes, that is this contract.

Q. I see a total here of \$228,958.25. This contract started in 1941, didn't it?

A. Yes, sir.

Q. Just as a matter of information, how do we arrive at the difference in the figures—that figure is \$228,000?

A. That is the question as asked, to the end of 1942. This other figure is up to the 31st March, 1942.

Q. But all subsequent to the contract which we have been discussing?

A. Yes, these figures are after that date.

Q. Would the figures you are mentioning here be in addition to the \$228,000?

A. No, sir, this is the next month's certificate being paid, \$21,000.

Q. This is from January 6th to March 8th, 1943?

A. Yes, sir.

MR. DREW: That explains it, that it was only up to the end of the year.

Q. So that the situation I would point out, is that on a contract which was originally estimated to cost \$90,000, it has now reached, as of March 8th, 1943, \$382,000, hasn't it?

THE CHAIRMAN: It is just like marriage, Colonel.

MR. DREW: I don't think we have yet got down to the basis where we try to do that on a tender.

MR. DUCKWORTH: Your original tender was \$90,000 plus?

A. \$126,000 altogether.

Q. In your opinion, would this be a cheaper final cost on this basis than it would have been if you had let it at cost plus?

A. Not on this basis. We have always tried to keep away from "cost plus." It is only under exceptional circumstances we have considered "cost plus."

MR. COOPER: Q. But the point is that conditions changed considerably after the time when you called for this tender, and then you decided to convert it into a modern highway?

A. On account of the conditions which we found when we broke the road surface.

Q. Would you say that this road now is equal to any modern highway?

A. Yes, I would say it is the equal of any road which has been built in the last ten years.

MR. DOUCETT: Q. The road as is is the equal of any road in the Province?

A. When completed; it is a 40-foot grade with rolling shoulders, which is the equivalent of any other road in the Province.

MR. DREW: To go back to the time when the tenders were originally called for, it was known then that there was going to be heavy military traffic over this road, was it not?

A. No, sir, we did not know that at that time. The traffic at that time had not started; the military camp at Barriefield, in the year 1940, had not done any great amount of travelling up and down this road for training purposes. The equipment was not at Barriefield. The equipment only started to come to Barriefield in the spring of 1941.

Q. That is true, although we have been told something different. At the time this contract was let, there surely was some appreciation of the amount of traffic that there was going to be over that road.

A. We had no way of knowing that, sir.

MR. CHALLIES: Wasn't it in May, 1941, that the Department let this road contract? And at that time the Department did not know the type of traffic that this road would have to stand up under?

A. No, we did not know.

Q. You know that in Leeds the original alignment that went through there, they did not put in the proper kind of road?

A. The road was sufficient for the time.



Q. And in May, 1941, we had had a war on for a year, and there would be heavy traffic, and the Department or the engineer must have known it, and that this road would be under ordinary heavy traffic which would go through that section, and would not hold up?

MR. McQUESTON: The witness has already said that in May, 1941, the military establishment did not have their heavy equipment at Barriefield.

MR. CHALLIES: Not in May, 1941?

HON. MR. McQUESTEN: He has already said that.

MR. DREW: Q. You say that at the time the original tenders were called for, you did not know about the heavy traffic?

A. No, we did not.

Q. That developed very rapidly, did it not?

A. Yes. Just as soon as we found the conditions under the old road there were so very unsatisfactory, we knew the road would be broken up.

Q. Can you suggest any reason why McGinnis & O'Connor would be unwilling to have tendered, or to have given at least as favourable a price as they would have privately?

A. I do not understand your question.

Q. The question has been asked as to why tenders were not called for for the new work, part of which is admittedly construction work, and one of the reasons given or volunteered was that it might not have been wise to call for tenders there,—to use the expression used by the Minister of Highways, it might have been dangerous. Can you see any reason why McGinnis & O'Connor might not have made just as good a price as they did by this private arrangement?

A. I am afraid I could not answer that question from the standpoint of the contractor; I could not.

Q. Do you see any reason why they would not have been willing to place just as low a price in a tender as they would by a private arrangement?

A. No, I do not see why, sir. We considered it would be exactly in the same position, if we took this price at \$1.80, as if we took a tender at \$1.80?

MR. McQUESTEN: Q. What was the condition as to equipment, at this time in May, 1941?

A. It was very difficult to get equipment. I might add that the start of this work was delayed because this contractor was unable to get his equipment to the job, on account of the restrictions placed by the Government.

MR. DREW: Q. Every other contractor would have been on the same basis, wouldn't they?

A. All equipment such as was necessary was very difficult to obtain

Q. And it was simply considered by the Department that on an entirely new type of work that had arisen they would not call for tenders but would arrange privately for the price with this contractor?

A. On that work of rock excavation.

Q. The rest of the contract price was \$90,000, and the price of it is \$328,000.

MR. COOPER: It is \$126,900.

MR. DREW: Q. Was this the cost which the Provincial Department pays? Can you tell me how much the Department has paid on top of that, in respect of this work?

A. No, I cannot immediately. That is covered, I believe, in the answer to the question up to the end of this time.

Q. That would be \$49,000?

MR. COOPER: Is that the period, 1942?

A. Yes, sir.

MR. DREW: I have no further question to ask.

MR. DOUCETT: Q. Is it possible to get the figures of the material which the Department paid for over and above the contract?

A. Yes, it is very simple to arrive at that.

HON. MR. MCQUESTEN: Q. Do you know if that went into the answers which have already been put in?

MR. DREW: No, it is not in there.

HON. MR. MCQUESTEN: I rather think it did.

MR. DOUCETT: The application is in Item 3, under (d), on the second page, the third down. Bitumin, 309.000 gallons.

HON. MR. MCQUESTEN: Why not put it in the question in the House?

MR. DEWAN: If Mr. Drew is finished, I would like to ask a question.

Q. These tenders were asked for in May, 1941?

A. In April of 1941.

Q. That means that your planning and your decision as to this method of procedure had to be adopted in the fall of 1940, or early in 1941?

A. No, sir, it was the exceptional conditions which appeared in the spring of 1941, which caused this call for tenders.

Q. And you called for tenders in April, 1941?

A. Yes.

Q. And the tenderer did not get started for four or five months later?

A. He did not actually start until July.

Q. In the meantime, the traffic, due to the military operations, increased tremendously?

A. Yes, sir.

Q. And then the Department came to the decision that it was more economical in the long run to do a permanent job?

A. Yes, sir.

Q. And in your opinion the way you did it resulted in a cheaper price than as if you had asked for additional tenders?

A. Yes, sir. We feel that on account of the possible shortage of bituminous material, and also of labour, that if we had not started that work in 1941 we would not have got it done in 1942. These contracts which we carried out in 1941, as I say, in the whole, enabled us to get through a very bad period.

MR. DREW: Are the inspectors who were on this job here with the Department now, or where are they?

A. I believe two of the inspectors, the instrument men, are still with the Department.

Q. Who is in charge of the work?

A. Mr. W. F. Noonan, of Kingston.

MR. DOUCETT: Q. You would have inspectors who were on the job at all times supervising it for the Department?

A. Yes.

Q. Are they in your Department still?

A. I could not say, definitely, if they all are. We have lost a lot of our staff in the last few months.

Q. How many inspectors did you have on the job?

A. I could not answer that either, sir, without studying the records. On a normal job of that kind, we would have possibly three inspectors.

Q. Would you be able to say whether they continued on the job for the duration of it, or were they changed?

A. They are always subject to change from time to time.

Q. I am trying to find out whether there were two or four or six on the job?

A. I would say there would be three there at all times; although not necessarily the same three men from the start to the completion. Those are in addition to the instrument men with the Department, who make constant inspections of the work.

Q. You could not tell us who your inspectors are?

A. No, not without consulting the records.

MR. DREW: Q. Would you be able to get that information?

A. Yes, sir, I think I can.

HON. MR. MCQUESTEN: I think that is all we have except bringing Mr. McAllister back; and the Deputies.

MR. DREW: And also the King's Highway Inspectors. I would like to have at least one of the inspectors who were on this job.

HON. MR. MCQUESTEN: I will see about that.

MR. DOUCETT: Q. Who was your instrument man for the new alignment?

A. Mr. W. J. Fulton was called on on various occasions

Q. He was the engineer?

A. He is the Department's Surveyor; we have no definite man.

Q. You have no Location Engineer?

A. No; that is in charge of the Chief Engineer's staff; and that is just according to how the work develops.

On a large job we send in a complete party; but on smaller jobs, we have only the small staff.

Q. Mr. Fulton is still in the employment of the Department?

A. Yes, sir.

THE CHAIRMAN: What about the next sittings?

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At 12.25 p.m. the Committee adjourned to Wednesday, March 31st, 1943, at the hour of 10 o'clock in the forenoon.



## FOURTH SITTING

Parliament Buildings, Toronto,  
March 31st, 1943, 10 a.m.

MR. HAGEY, Chairman of Committee.

THE CHAIRMAN: Who do you want to go on with?

MR. DREW: We had better finish with Mr. Millar.

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J. D. MILLAR, Recalled.

THE CHAIRMAN: Mr. Millar has already been sworn. He was sworn yesterday.

By MR. DREW:

Q. Have you the information that you were to get in regard to the McGinnis & O'Connor contract?

A. Yes, I have it with me, Mr. Drew.

Q. What have you prepared?

A. I have a statement showing the engineering charge, and the inspectors and instrument men on the job, contract 41-428.

Q. Have you a copy of that?

A. Yes. (Produced.)

I would also add that you requested the information regarding the materials supplied, sir.

Q. That is just up to the end of the fiscal year?

A. That is up to the end of the fiscal year, yes.

Q. Mr. Noonan is not in the room at present?

A. No. He is available in our office, Mr. Noonan and Mr. Foster.

Q. Mr. Foster is available, is he?

A. Yes.

Q. Are any of the others available?

A. No, most of them are out at work.

A MEMBER: Is this a private hearing? We cannot hear a word that is said.

MR. DREW: Q. Then this statement, as I understand it, is a statement up to the end of the fiscal year, and you show the staff in charge as Mr. W. F. Noonan, division engineer; J. D. Foster, instrument man; W. J. Fulton, inspector of surveys; W. T. Wheeler, paving inspector; W. G. Clark, grade inspector; J. F. Edwards, concrete inspector; and J. Kelly, checker. How many of those men are still on that job, do you know?

A. Only Mr. Noonan and Mr. Foster, the instrument man. All the others are off.

Q. All on this list are off the job now, except Noonan and Foster?

A. That is right, sir. Mr. Fulton is on our head office staff.

A MEMBER: What is Mr. Fulton?

A. He is the inspector of surveys at the head office, and is still available

Q. And he is here?

A. Yes.

MR. DREW: Now, Mr. Millar, in regard to this highway construction, do you know that road?

A. Yes, sir.

Q. And you will recall that when we were here the other day it was explained that where there was a shallow removal of rock, that was an expensive form of rock removal?

A. That is correct, sir.

Q. Would you say that is solid rock on the highway where it is shallow?

A. Yes.

Q. Was it blasted?

A. Some of it was not blasted, but had to be taken up by feathering,—lifted up by wedges. That was a Departmental order that that was to be done through the village of Barriefield.

Q. That was only used through Barriefield, was it?

A. As a matter of fact it was used there and some other parts farther on.

Q. That was not something that could have been removed in any other way?

A. No. In my opinion it justified blasting and would have had to be blasted in normal events.

Q. Since that time, have you had similar work done on other highways? I mean since this contract was originally let, have you had other similar work done on other highways to the work done here?

A. No, we have not. I would say that was unique, at the particular time.

Q. Have you had any case where there was additional work, which had been done elsewhere, grading and rock-cutting?

A. Yes, we have had grading done, sir.

Q. Did you call for tenders there?

A. Yes.

Q. Why was it possible to call for tenders in the other cases and not in this case?

A. In this particular case, as I said the other day, the job was called in the spring of the year, following a very serious break-up, and it was necessary to call a tender almost immediately; and the tenders were called for a patching job on a road that was threatening to break, and had broken in several places. It was called at that time as a patching job only; and later it was found that, due to conditions both of traffic and sub-grade, it was found necessary to add to the original job.

Q. Have you the original tenders there?

A. The original tenders and calls, yes. This is it. (Produced.)

Q. But have you the tenders themselves?

A. This is the tender on the job, as submitted by the contractor.

Q. No, this is the notification of the award of the contract,—this is not the tender?

A. Attached to that, sir, is the tender form. That is the complete tender form as signed by the contractor.

MR. DOUCETT: That is not the contract and bid, is it?

A. Yes, that shows the prices bid and submitted by the contractor under that contract.

(Witness turns up tender in the file.)

MR. DREW: Q. Where is the date on this tender?

A. The date would be covered by the tender call. There it is; there is the

original date on which these general contracts and specifications were drawn up, the 19th May, sir, the contract was finally signed.

Q. What I am anxious to know is the date of the tender itself?

A. The advertisement in the paper, sir.

Q. No, the date of the tender submitted by the contractors?

A. I had it in that other sheet which you had in your possession I believe, the other day. The tender was received May 19th. You have a copy of that sheet.

Q. But you must have an original tender date signed by this contractor?

A. That is the one you have there, sir.

Q. This is dated the 19th, the day they were to be closed?

A. No, that is dated in May; May 18th, I think. That is the day the contract was signed, the day that they were received.

MR. DOUCETT: That was the day they were called?

A. No, sir, May 8th.

MR. COOPER: Q. Is it not a fact that the contractors almost invariably hold their tenders until the day of closing, and then bring them in?

A. That is natural, sir, yes.

MR. DOUCETT: Which is May 19th—not April?

A. Yes, that is right, sir, May 19th.

MR. DREW: Q. Have you the other tenders there?

A. No, I just have the list of the tenders received.

Q. Would not that be kept on the same file?

A. No, sir, that is the contract file, the contract bond and the certificates from month to month, sir.

Q. Where would the other tenders be?

A. The original tenders are on deposit in the vaults in the Department.

MR. DREW: I would have assumed that those would have been on the file.

MR. COOPER: Can you send over and get those right away?

A. Yes, sir.



These were the details of the other contracts, for your information.

MR. DOUCETT: Mr. Millar, how much stone, crushed rock, was used in this new alignment for cushion?

A. I would have to check the figures from the certificate year, sir. The figure on the certificate as of May 31st, 1941, is 62,675.125 tons. That is crushed stone in the penetration pavement and for cushioning.

Q. What?

A. 62,675.125 tons.

Q. How much of that would you say would be used in this new alignment, or rock cut, for cushions?

A. Without further study of the job itself, I could not answer that offhand.

Q. You would not know that?

A. No.

Q. The inspector would know it?

A. The inspector or the engineer could give that in details. The price is the same for the stone whether used in cushion or in the base.

Q. The inspector would know, because he was on the job and it was his business to keep track of that, was it not?

A. That is right, sir.

Q. What would you say as to the price of this crushed rock, in comparison with similar jobs?

A. \$2.00 a ton, sir?

Q. \$2.00 a ton.

A. That is in line for price for similar material.

Q. Are there any other jobs similar to this that that price was paid, that you know of?

A. I have not a comparative figure there, sir. From my recollection of contracts I would say, Yes. I might quote commercial stone prices were about that rate.

Q. When you say commercial stone prices, just what do you mean by that? Stone delivered by some commercial quarry by rail or by truck?

A. Either one, sir. The price would be adjusted according to the rail or

truck haul. That is the prices which the stone quarries would quote would depend upon their haul.

Q. You would not compare that with stone that would be shipped in thirty-five mile, would you?

A. No, sir; in other words there being no commercial quarry within thirty-five miles, stone quarries could not compete at \$2.00.

Q. And you think that \$2.00 is a reasonable price?

A. Yes.

Q. You have no job any place near that would compare with this one, or have you?

A. Not ourselves, no. It might be possible to obtain comparative figures from one of the Federal Departments, of transport or of supply. We have had no job similar to that.

Q. We have stone shipped in our county from Ottawa at \$2.20.

A. Yes, that is quite possible.

Q. A distance of forty miles by rail?

A. Yes, sir.

Q. This seems considerably high, compared with that?

A. Those were the tenders received, sir. That was on a bid in answer to a call for tenders.

Q. I am just asking you whether you think the price was reasonable or not?

A. Under the conditions in the spring of 1941, we thought it was; with labour very scarce, and machinery very dear, and not many contractors wanting to bid on the job.

MR. COOPER: I notice that was the tender price?

A. Yes, sir.

MR. DREW: Q. But that tender price was before you contemplated making that rock cut?

A. It was before the extra work was decided upon. That was for stone used in the mixer. The crushed stone had very little to do with that.

MR. MURPHY: What was the original amount of crushed stone in the tender?

A. 16,700 tons, sir.

Q. And what was the amount according to your last report?

A. The last certificate has 62,675 tons.

Q. Then you should have got a better price on the 62,000 tons.

A. Under the original tender, the 16,200 tons was all that was thought necessary.

Q. But a man setting up a crusher, it would be much higher than for 62,000 tons?

A. No sir, the cost of the actual setting up itself would be about the same.

Q. If a man has to haul his equipment and do his stripping, and set up his machine, if he is getting 62,000 tons he is in a much better position than for 16,000 tons?

MR. DREW: Q. Would you not agree that a man would be in a better position in regard to a large amount?

A. Oh, yes.

Q. Then there was not any suggestion of changing the price when the larger amount was going to be used?

A. No, sir, we could not.

MR. MURPHY: Q. If you had called for a tender originally for 62,000 tons, you would have got a much better price?

MR. COOPER: The witness does not know whether he would or not.

MR. DREW: Can you answer that question?

A. If we had called for that tender originally, undoubtedly we would have got a better price. But, calling for the tender when we did, after the original contract had been let and the conditions had been changed by the increased cost of labour, the scarcity of machinery and the scarcity of contractors, I doubt if we would have received a better price after the job was let.

MR. COOPER: Everything went up after the contract was let?

A. That is right.

MR. DOUCETT: Q. The whole look of the thing was changed, and it was turned into a realignment job?

A. That is right.

MR. MURPHY: There were plenty of tenderers?

A. We only received four tenders on this.

MR. DREW: Q. Was there such a shortage of contractors in May of 1941?

A. I can only answer that on the basis of the tenders we received on that particular job. Very few contractors were tendering at that time.

Q. Is it not so that in the spring of 1941 you were in your slackest period, so far as contractors were concerned, and by the spring of 1942 a lot of these contractors were getting jobs for the Alaska Highway; and yet there was no more local construction in 1941 than there was in 1942, was there?

A. Not in the Department of Highways.

Q. How can you account for the statement that in the spring of 1941 there was such a shortage of contractors as to make it unwise to call for tenders?

A. I could only answer that by the number of tenders we received.

HON. MR. MCQUESTEN: What about the Airports?

Q. We ourselves made surveys for more than forty Air Ports, and contractors were engaged in building Air Ports.

MR. COOPER: Q. That was in the spring of 1941?

A. Yes.

MR. MURPHY: Is it not a fact that some of the contractors who had been doing work for the Province were not busy and were not building Air Ports in that year?

A. I could not answer that, sir.

MR. DREW: Q. Is it not so that for building Air Ports it required a very different type of equipment than for this job?

A. No, very much the same sort of job, for the run-ways and for the grading and ditching.

MR. MURPHY: Q. There is not very much rock in many of the Air Ports?

A. In a great many there was. I can quote the one at Collins Bay, where there was almost all rock.

MR. DREW: I do not want to pursue this unnecessarily, but you were calling for tenders last spring for jobs of this kind.

A. Not to any great extent, sir.

Q. In 1942?



A. Not in 1942. There were some extensions of the previous year's work a continuation of the same done in 1941.

Q. Do you mean the extension of the original contract or completion of the original contract?

A. For the completion of the original contracts.

Q. Were there cases where you extended contracts, similar to this?

A. Minor items were possibly expended on them.

Q. Is there another contract in the whole of the Province that started out at \$90,000, and wound up at nearly four times that figure, without tenders being let?

A. There were many grading contracts which were extended from certain figures to much larger quantities before the job was finished.

Q. Without a tender?

A. Based on the original tender.

Q. Give us an example of one, so that we can get the proportion that the extension would bear to the original contract?

A. We would have to have the original figures of the actual contracts.

I have a list of the grading quantities, with prices for rock; but I have not before me how much quantity was called for in the original contract, and how much the extension was after that.

Q. Would you say that there was an extension comparable with this one in scale?

A. In quantities, yes.

Q. So that you would say that there were other contracts where you might have had an extension four times the original amount of the contract, without tenders, is that so?

A. Based on the original tenders, but in this case there was no item covered in the original contract, and we had to have a price on the additional items.

Q. I would like to see some of those, because it was explained to us that, the only reason this was done was because of the unusual conditions. According to what you say now it is not an uncommon practice to extend an original contract on a contract basis. Of course this was done on the contract basis, the rock cost was on the basis of the original contract?

A. Yes.

Q. I would like to know some of the largest contracts you recollect showing

what the original contract was and what the ultimate expenditure was without an additional tender?

A. How far would you like to go in that regard? What years?

Q. We are dealing with 1941, 1942.

A. In 1941-1942 there were no extensions, sir.

Q. When were these extensions made which you were speaking of?

A. In previous contracts. In the last two or three years we have not been doing any great amount of grading.

Q. Not dealing with exact figures, you recall, for instance, the highway construction between Kenora and Fort Frances. Was that done under your Department?

A. Part of it was, yes.

Q. There were a great number of straightening of alignments there. Were those extensions of original contracts?

A. Without getting information on that particular question I am not prepared to answer without making a study of it.

Q. I do not want to put any question to you that you cannot properly answer; but you have given answer that this is not an unusual practice, but that there were other contracts in which the ultimate cost might be four times the amount of the original contract, without tenders being called for?

A. Without any additional tenders, sir.

MR. COOPER: You are dealing with this period?

A. Yes, sir.

MR. DREW: Q. Is it not a fact, Mr. Millar, that the cost of various items of any contract is governed not only by the nature of the ground but also by the extent of the job, in relation to the machinery that it would be necessary to bring in?

A. That is correct, sir.

Q. That being so, is it not true that you are almost certain to get a lower unit figure for the various items of the contract, if you get a bid on four times the amount set out in your original contract?

A. That is right.

Q. Then if that is right, isn't it wrong to go ahead and do four times the amount of work on the basis of the original contract?

A. In this contract, sir, we could not estimate the quantities that were finally necessary, at the time the contract was called.

Q. I am speaking now of the question of principle, because you say this is not an unusual practice and that there were other cases in which a contract was let, and without asking for a further tender the contract was extended to four times that of the original contract. I am now dealing with a practice which apparently was not only adopted in this case,—and you have said yourself that if the tenders were asked for on the basis of four times the original amount, you will be sure to get a lower figure than on the original amount.

A. That is correct.

Q. Why would it not be a better practice to estimate what the total amount would be and get a contract on that basis?

A. Well, one difficulty of it was we could not have an estimate made of the quantities. These extensions that I speak of were, in most cases, in the following year or two years after the original contract was called. And at the time the original contract was called we would not be in a position, either financially or with knowledge of the work, to call for the full amount of the contract. And very few contractors would be in a position to carry the full job. It can only be called on the basis that the contractor was able to carry on the work.

Q. Would not the original work be called while the men were still there?

A. No, sir. They were called after the job had been finished; but the machinery was there ready to go on with another extension.

Q. Would not the extension be started while the machinery was still there?

A. Yes, sir.

Q. That being so, then there is not any of the expense of bringing in the machinery, or anything of that kind, so that that should have affected the unit costs?

A. That is correct.

Q. Why, as a matter of practice, wouldn't it be wise, while the machinery is still there, to insist upon a lower price, rather than to go on with the original contract for the smaller amount?

A. The only way we could do that would be calling for the tenders again. Then the new tenderer, if successful, would have to charge in the additional cost of bringing in and setting up his equipment.

Q. Then why should the contractor who is already there be getting an amount which took in the cost of bringing in his machinery and equipment for this additional contract? Doesn't it seem as if he was getting more than his right?

A. No, we do not feel so. In this instance, it was the exceptional circumstances which made it necessary to do that.

Q. Let us look at the simple facts, and not make it too long. You arranged for a contract which is for an estimated \$90,000. In the figuring of that, no matter what unit costs he puts on, the contractor obviously by his own estimate must take into consideration the cost of moving in his machinery?

A. That is right, sir.

Q. The deterioration of the machinery?

A. Yes, sir.

Q. And the reserves involved in its capital investment on that machinery, —that must go in?

A. Yes.

Q. If he has machinery there, it does not have to go in again if the contract is extended from \$90,000 to \$300,000, as in this case?

A. That is right.

Q. Should not there have been a reduction in the price if the contract was extended from \$90,000 to \$382,000?

A. The only way I could answer that, I think, would be that if another contractor bid on the job he would have to charge again for the setting up of his plant and equipment for the job; and he would have to add that price in his tender.

Q. And so, because the other man is still in there, you give him the gift of whatever the other man would have to pay?

A. No, we consider that we make a saving. We take the cost already established, and do not have to pay the additional cost of another contractor having to come in.

Q. This originally started at \$90,000?

A. Yes.

Q. And up to March 8th of this year was \$382,000, and probably still is higher now at the end of March. But we know it has risen from \$90,000 to \$382,000. Now, in figuring the costs for the \$90,000, he would have to figure in the cost of moving in the machinery and the use of the machinery on the job and so on. Now, you say that if another man tendered he would have to add in his costs in bringing in the machinery and that. If he had to do that, surely there should have been deducted from the cost of the original contract the amount which he would have saved?

A. There are two types of equipment. He tendered originally on Macadam



equipment, and then there was added the rock job, which was not included in his original contract.

Q. When you got it extended to rock, did you have an estimate of what the original amount was going to be?

A. The rock price was called on the basis of 17,000 cubic yards of rock.

Q. And now there has been excavated how much?

A. Up until the end of the fiscal year, there had been ——.

Q. No, we have the later figures.

A. On the certificate I have here, the rock excavation is 57,624 cubic yards.

Q. You had a survey made in this, didn't you, to estimate the amount of the rock excavating that would have to be done?

A. Not at the time the original contract was called, sir. That survey was made later.

Q. But you had a contract for resurfacing?

A. Yes.

Q. Then you decided, without tenders, to go ahead and give this contractor the job which you found to be the bigger job. Now, you must have had a survey made at the time you decided to go ahead with the other job, didn't you?

A. That is right.

Q. What did the survey show it was necessary to excavate?

A. 17,000 cubic yards of rock and 60,000 cubic yards of earth.

Q. Do you mean to say that at the time you had that survey made it was only estimated that 17,000 cubic yards of rock were to be taken out, and it turned out to be 57,000 cubic yards?

A. Yes. It was found later that it was soft underneath, and we had to extend the quantities necessary.

MR. DOUCETT: Aren't you talking about this new alignment,—you had more than 17,000 yards of rock there alone, had you not?

A. The 17,000 yards of rock was the estimate upon the aligning excavation of rock. But as we got into the job and started this tender price on the 17,000 cubic yards estimate, we found that additional rock excavation was necessary to rectify other curves.

MR. MURPHY: Didn't your original survey of the road show that you had to make this work?

A. The original survey of the road was twenty years ago. We had the original alignment made. In the first tenders we did not ask for any change in the rock at all.

MR. DREW: Q. At the time, you found,—and found very quickly—that it was going to be necessary to do more than just resurface this road. But, before you went ahead and decided to start this same contractor on the job, surely there would be a survey made then which would give you an idea whether it was going to be 17,000 yards or four times that amount, or six or ten times that amount. Surely road-building practice has reached a point when it is possible for engineers to go in, and with some allowance for variable factors, strike a reasonable estimate of the amount which is going to be done?

A. Yes, if we had known just how far the job was going to extend. We did not know that at the time we added the rock price to the tender.

Q. Let us eliminate the original tender in regard to the resurfacing. I realize that you are doing the job as an engineer; so please, do not take any of my comments as reflecting on yourself, because you are doing a job as engineer in the Department under the Regulations. But, as you have been put forward as a witness in this case, I am trying to find out what the practice is in the Department. And when I say “you” I am talking about the Department.

You started by deciding that you were going to do resurfacing on this road?

A. Yes.

Q. Before you started, you decided that the road would necessitate work beyond the tenders?

A. That is right.

Q. Then, instead of saying to the contractor, Now, we have a job which is a much larger one than the original idea, and we have decided that you are the lucky man and are to do this, and there are no tenders, and we are going to come to an agreement with you. Surely, in discussing that deal, it would be important to know at least approximately how big the job was going to be, wouldn't it?

A. Yes, sir.

Q. Are you not impressed with the idea that where this contract was for 17,000 cubic yards of rock and now has reached 57,000 cubic yards of rock, and is not finished yet —.

A. At the time the contract was made, 17,000 cubic yards was all that we expected.

Q. At the beginning of this year it was 57,000 cubic yards. Have you any estimate now of how much more is to be done?

A. No.

Q. Haven't you an estimate of whether it will be 10,000 yards more or 100,000 yards more?

MR. COOPER: There is the profile here.

MR. DREW: That will not help, because there are densities and characteristics of rock.

A. My only answer is that if circumstances show, as the work progresses, we may have to do more.

MR. COOPER: There has been no time since this contract began when you could say that just so much more work would have to be done?

A. That is correct.

MR. DREW: You have been put forward here as the witness of a Department, Mr. Millar; but surely it cannot be suggested that any Department of the Government is prepared to go blindly ahead, and say, Since we have got started on this work, we are going ahead anyway. Surely you must have some idea of how much you are committing the public to in the way of expenditure on a road?

Q. Yes.

Q. How much are you prepared to go on and spend this year?

A. I cannot say that. Our budget is not ready for this year.

Q. Have you your budget to show how much you were prepared to expend last year?

A. Yes, it is part of the whole budget of expenditure.

Q. This is an extremely important question, not just concerned with a few yards of rock; but a principle is involved here. You started on a job in the spring of 1941?

A. Yes.

Q. On ten miles of highway near Kingston, and it was estimated that it was going to cost \$60,000?

A. \$90,000.

Q. \$90,000, plus such material as the Department itself would supply?

A. Yes.

Q. Before you had even started the work on that, conditions which you explained could not be anticipated, were found. But I must say it seems to me they should have been anticipated; but whether that is so or not, conditions arose that made the Department decide that they would go ahead with the larger job here, without a further tender.

A. That is right, sir.

Q. At that moment surely it would be important to know whether this was going to involve public funds to an extent of another \$50,000 or to the extent of another \$100,000?

A. It was. We estimated 60,000 yards of earth and 17,000 yards of rock.

Q. And that had grown, by January of this year, into, instead of 17,000 yards of rock, 67,000 yards of rock, and what is it now.

A. I have not those figures. I only have them to the end of the fiscal year.

Q. What was it at the end of the fiscal year?

A. There are two prices on earth; there is excavating in the roadbed, and excavating in the sub-bed. They were excavating for shoulders under the original contract, 12,331; and on the basis of this extension the excavation is 37,314. Those two figures, one under the original contract for excavation for shoulders of 12,331; and under the extension 37,314 yards.

Q. Let us just get this clearly, as a matter of arithmetic. In an answer to a question giving the figures as of the 31st January this year, excavation for paving and subgrade at 75 cents,—that is earth, is it?

A. No, sir, that is for the removal of the old waterbound macadam underneath.

Q. "Excavation for shoulders,"—is that earth?

A. Yes.

Q. Would there be any other figure in there,—excavation of culverts is in there?

A. Yes.

Q. Would there be any other earth figure there? What about the back-fill over outlets?

A. That is stone, sir.

Q. Perhaps, as far as earth is concerned, that is not so important; but the main figure and the costly one is that when you started this additional job you estimated there was going to be 17,000 cubic yards of rock, and to January of this year it has been 67,000 cubic yards of rock. Surely you have some estimate at some point as to the total amount of rock which you expect to be taken out of that job, haven't you?

A. Not knowing our programme for the coming year, I cannot say how much more mileage,—it is a matter of mileage,—and the decision as to whether to excavate two feet in depth or four feet in depth makes the additional amount.



Q. You mean the mileage in the ten miles?

A. The original work was right over the top of the road. Under the change in rock prices it was to cover pockets. Then we had to go deeper to bring up the bad corners, and at the railways, and so on. There was the original maintenance contract for patching, the necessary rock excavation, and work in order to improve the subgrades and the alignment; and then over and above that, there was the necessity of making further improvement in the alignment, due to the changes in the road.

Q. There still remains some of the mileage of this road to be excavated and work to be done on it?

A. That is right.

Q. Do you know how much?

A. I would have to study the profiles to find how much of the work has not been finished. Some of the work has been done and brought to completion, here and there. We have eliminated most of the bad cuts. When the work is finished we would eliminate them all and get down to the grade.

Q. Here is a ten-mile job, and surely you have details on your profile, or on some other plan, which would show how much has been done and how much has yet to be done?

A. These profiles do not show how much remains to be done. On my last visit to the road, I would say that there are about three cuts yet to be done before we get through to the pavement.

Q. Do you know the number of cuts?

A. I have not the figures at hand.

Q. How many miles would you say remain yet to be done?

A. I would say that about two miles would completely finish the job to the extreme end of the work that has been broken up at present.

Q. Two miles remains or has yet to be done?

A. Two miles of odd sections have to be done to complete what has been opened up at the present time. We have to do our excavation work far enough in advance in order that when the pavement comes through everything will be out of the way.

In other words, there may be a cut two miles ahead of the pavement. We have to leave small rock bits to be done just ahead of the pavement.

Q. Have you started paving yet?

A. Oh, yes; there has been nine miles of paving laid; and there is about a mile and a half of the thin top, which goes on top, finished.

Q. That paving was done by McGinnis & O'Connor?

A. Yes.

Q. And have they instructions to complete the paving on that?

A. The work has been suspended at the present time, sir.

Q. Is that merely a seasonal matter, or will they go ahead with it?

A. I cannot answer that.

Q. Have you even a rough estimate of what it is going to cost to finish this ten-mile job?

A. Not a detailed estimate, sir. It would include unit prices on nine miles, less a mile and a half, and seven miles on top.

Q. You have three cuts still to do, and a certain amount of paving still to do. Would it cost another \$100,000 or \$120,000?

A. I would not make an estimate, sir.

Q. Would you hesitate to say it would cost that,—it is going to cost an additional figure?

A. No, I would not say that the additional cost will be excessive, at the present time, because we have the heavy work of cutting done.

Q. You have about three cuts still to do?

A. Yes, speaking from memory, sir.

Q. You have not anything then on which you could put your hands, which would give you an estimate of what it will cost before McGinnis & O'Connor finish this job?

A. Not an exact estimate on hand. I would have to study the plan and the certificates further before I could answer that question.

Q. From your records you could give a rough estimate of that, couldn't you?

A. Yes. That could be made up very rapidly; but we have not yet made it up for the coming year.

Q. Are you not yet at the point where you will need that information?

A. No, sir, we have not the budget approved.

MR. COOPER: Q. This contract proceeded from time to time on certain Orders?

A. Yes.

Q. And the last Order which you have got has now expired?

A. That is correct.

Q. There is no authority for the contractors to continue any job until a new Order is issued?

A. That is correct.

Q. And they may never get an Order for that, is not that true?

A. Yes, that is why I cannot make an estimate.

MR. DOUCETT: Have you given this in more than two different jobs or contracts?

A. Yes, additional quantities, which you see here, are ordered.

Q. You first let the penetration or patch job?

A. Yes.

Q. Then you let another piece for construction, and they have tendered on —.

A. Yes.

Q. How many different bites did you take at it?

A. There are several Orders here which gave extensions from time to time.

HON. MR. MCQUESTEN: Q. That is, you could only give it as the work was opened up and you discovered what was necessary to be done?

A. Yes.

MR. DREW: Q. How could any Department do its job, if it could not estimate closer than between 17,000 and 67,000 cubic yards?

HON. MR. MCQUESTEN: That is not the case at all.

MR. DREW: Yes, it is the case. Their original estimate was 17,000 cubic yards, and they have now excavated 67,000 cubic yards. No business enterprise could go on under such circumstances. Surely something must have been done to give you an estimate of how much it is going to cost. Never mind whether you have been authorized to go ahead or not, surely you can estimate what it is going to cost to finish that ten-mile stretch, couldn't you?

A. Yes. But that estimate would not necessarily be accurate, because we do not know what is underneath the road grade. That was our trouble before.

When we made our estimate before, we did not know what conditions would be encountered, or how far we would have to go to finish the road.

Q. You have made soundings there, haven't you?

A. Yes.

Q. Then, when you have those soundings, wouldn't you know how to make an estimate?

A. No, because you do not know whether the ground will carry down there.

Q. Would you go ahead to build a highway without knowing what it would cost to construct it? Would you?

A. No.

MR. COOPER: We are here supposed to be investigating the Public Accounts. And here we are estimating as to what is going to be done in 1943, or in 1953, or 1963, or something.

MR. DREW: We are dealing with business methods, and we are shown about as bad business methods as we have ever had

MR. COOPER: I submit that is not correct.

THE CHAIRMAN: I have been waiting for somebody to make an objection. Surely it is not for this witness to give this evidence. It is for the Department.

MR. DREW: Are you suggesting, Mr. Chairman, that on a job of this kind the Department will go ahead blind?

THE CHAIRMAN: I am not suggesting anything. I say it is unfair to ask this witness such questions.

MR. COOPER: Here is a job on which they have certain information, and the contractors come along —.

MR. DREW: Here is a job which started at \$90,000, and it has now reached \$390,000; and it may run into another \$100,000 before it is done. If that is not proper for the Public Accounts Committee I do not know what is for a Public Accounts Committee.

MR. COOPER: There may be no more money spent on this road, for all we know.

MR. MURPHY: We cannot hear anything but a mumble, behind here.

MR. COOPER: Let us get along, Mr. Chairman.

MR. DREW: Q. A few minutes ago, Mr. Millar, you have said that the estimate could be easily prepared from your records.



A. If the Department knows exactly what is to be done, we can prepare an estimate to meet the conditions.

Q. You have already agreed upon the alignment and the contours of these ten miles, haven't you?

A. Yes.

Q. And you have finished nearly nine miles of paving, with such additional work as has to be done at the side?

A. Yes.

Q. And you have approximately a mile and a half still to be done. Does that mile and a half make up what is important when considering what is still remaining to be done?

A. Yes.

Q. In that mile and a half you have three cuts?

A. Yes.

Q. And you have the other incidental work which remains to be done to complete that ten miles?

A. Yes.

Q. And isn't it an easy job to estimate what it will cost to complete that mile and a half on the same way as the other nine miles?

A. Yes.

MR. DREW: Then I would ask that that be done.

MR. COOPER: Q. You have not been asked by the Department to make those estimates, have you?

A. No, sir.

MR. COOPER: Q. Then I think the witness should not be asked to do this.

THE CHAIRMAN: That is a matter, I suggest, to be debated on the Budget. What the Department is going to build next year on some part of a highway is not a subject to be discussed here. And what they might or might not spend is not a matter for investigation here.

MR. DREW: Let us see, Mr. Chairman, exactly what has been disclosed. I think it is important, because it shows a method being employed,—and, mark this, that the witness has said that other contracts have been let on the same basis, where the total amount, in the end, has extended to perhaps four times the amount of the contract, without tender.

We have a case here where we start with the idea that the Department was

committing itself to \$90,000; and we find that, instead of \$90,000, it has already involved itself, with the same contractor, with no further tender, to the extent of \$382,000 plus. Supposing it takes another \$100,000 to finish it, that would mean, on a job which started out at \$90,000, the Department is spending \$500,000. Surely that is the sort of thing in which some investigation should be made.

THE CHAIRMAN: Until they have spent the money, Colonel, we are not in a position to investigate it in this Public Accounts Committee. What they may do in the future is not any of our business. I do not think the witness should be asked to estimate it; and it would be very unfavourable publicity for the Department,—not in a public way,—if this man should be permitted to estimate what is to be done in the future.

MR. DREW: This has all been on a basis of uniform costs.

THE CHAIRMAN: McGinnis & O'Connor may not go on with this job any further. They do not have to.

The ruling is against you.

MR. FROST: You made a statement that you made the extension of a contract in 1941,—on that contract, did you?

A. No.

MR. BELANGER: I was wondering.

MR. DOUCETT: Q. Isn't it the practice of the Department, when going to do work, to send their engineers out to make an estimate of quantities to be taken out, of earth and rock, and so on?

A. Yes.

Q. But that practice was not followed out, in this case?

A. Oh, yes sir, when the original maintenance contract was prepared.

Q. Had you sent your men out on this job, that ten miles could have been estimated on the start, with your alignment and all, and you could have had the quantities, etc.?

A. If it had been known that we were going to do the job, before it was finished.

I might say, on the Kingston division at that time we had some 70 or 80 miles which were breaking badly from the frost heaving; and an examination was made of them all; and they were all estimated at certain quantities for patching and putting a surface on.

Q. Then this job was let on the 19th day of May, according to this. When did you decide on the extension?

A. Very shortly after that time, sir.

Q. Before you started the work?

THE CHAIRMAN: That has been already answered three times, at least. He told us yesterday he could not give us the exact date.

MR. DOUCETT: But he has the information to-day.

Q. What was the date that you decided on the extension and gave the contractor authority to go ahead with the construction job, or an extension of his patching job?

A. The actual date would have been on this Work Order, dated August 1st. That was our acceptance of the price of \$1.80 a yard.

The work had started on July 25th.

Q. So that this extension was not given until the job was started?

A. That is right: About the same time as the job was started.

Q. And about that time the necessity had arisen?

A. Yes. I explained the other day that the contractor was delayed in reaching the work. He had other work on an Air Port; and he was unable to bring his equipment on the job when we would have liked it.

Q. There was no definite date set when he would start?

A. No.

Q. The distance is ten miles?

A. Approximately ten miles.

Q. Have you the first lift on the first ten miles?

A. On nine miles, approximately.

Q. On how many miles have you the second lift?

A. One mile and a half.

Q. So that there is only one mile and a half of this road finished?

A. That is the completed job.

Q. And the second lift consists of what?

A. It was about a four and a half or five inch base with penetration, with larger stone underneath. It is built up of larger stone, and then smaller stone; and then a thinner layer

Q. Who will be able to give us the figures as to the exact thickness of the lift? It is bituminous, or asphalt?

A. Yes.

Q. Cold or hot?

A. We had planned originally to try to use cold emulsions. But we found later that the emulsions were not available, and we had to use a heavier asphalt, which had to be heated.

MR. MURPHY: It was not a plant mixture?

A. No; the whole thing was mixed there, and it was penetrated with oil in the rock.

MR. DOUCETT: You have seven and a half miles yet to be done?

A. There is one and a half miles finished, and there are seven and a half miles yet to finish.

Q. What is the other mile?

A. The other mile is that which I was describing before, which has these cuts still to be excavated.

Q. It has to be done before the ten miles is done?

A. Yes.

Q. But still there are about eight miles —.

A. Still to be topped.

MR. DREW: Q. Were there any contracts let during 1941-42, that is the fiscal year under review, under similar circumstances to this, where they were subsequently extended, and then tenders called for new work?

A. No, I do not believe so, sir. Not under these patching contracts. All the other patching contracts were carried to completion under the original terms. It was not necessary to do more.

Q. Do you know of any other patching contract which was turned into a construction contract, in this way?

A. No, sir.

Q. Then you have had no other patching contract which was turned into a construction contract, of this type?

A. There was no other work which required this additional work.



MR. COOPER: Q. I think you have told us two or three times that this was on account of certain conditions, such as the traffic from Barriefield?

A. Yes, sir.

Q. So that there is no other contract which you can compare with this one?

A. That is right.

Q. After the contract went on, is it fair to say that costs have gone up?

A. Yes, labour costs, we estimated, have increased anywhere from ten to fifteen per cent.

Q. Do you think it would be good business for the Department to extend the contract as it went on and get the benefit of the conditions?

A. That is what we thought, sir. I firmly believe the unit prices are fair.

MR. DOUCETT: Q. I asked you yesterday, and I do not want to press the point unduly, but could you tell me the depth of the rock cut in your alignment?

A. It was about twelve feet, in the heaviest. I am speaking from memory.

MR. COOPER: Q. I think Col. Drew asked you for the other tenders. They have come over now.

(Produced to witness.)

A. These were the tenders submitted by the other contractors at the time. (Produced.)

MR. DOUCETT: Could you get us what I asked you for before, about the type of top?

MR. DREW: There was no figure given on that, I think.

THE WITNESS: I have it here, sir. The thickness of the base course varies.

MR. DOUCETT: I was talking about the second lift.

A. The second course keyed stone; that is laid at the rate of 35 pounds per square yard; which would give approximately one inch in thickness.

Then the final application, the sealed coat, on top, of course, is eight-tenths of a gallon per square yard. That is really a coat which goes over the top.

Q. First you have the rough coat, and then you put on an inch of base,—you would not call that a sealing?

A. Yes, it varies according to the necessity.

You understand that penetration is a very uneven amount. It is about three inches up to five inches. With the sealed coat it would make four and a half inches; and then we have possibly five inches of stuff underneath it. It is the combination of the carrying capacity of the slab at the bottom which gives the strength. You can lay a thickness of concrete on the bottom and then lay two inches of gravel, with that on top of it.

Q. So that you have a second and third course required to put on seven and a half or eight and a half inches?

A. The second and third courses are on the mile and a half which is finished.

Q. Did you check to see how many yards of stone was taken out of the cut? That is a question I asked you yesterday, which you said could be easily checked upon. How many yards of stone was taken out of the big rock cut of the new alignment?

A. I did not check that, sir. It was my understanding that that was a part of the job beyond the period of the certificate.

Q. What do you say, Mr. Millar, as to the ditches at the present time. Are they complete?

A. They are complete on the section which has the paving course laid, with the exception of one small section where there are many trees in the way. There is approximately a quarter of a mile where there are a lot of beautiful trees along the road, and it would be necessary to root out those trees, and run the ditches.

Q. The ditches are complete, other than that?

A. Yes.

Q. What about the shoulders?

A. The shoulders are practically built. There happen to have been a number of washings as there always is on a new job. A twenty-five ton tank came down there one day and ripped out quite a bit of the finish.

Q. What is the width of the road?

A. I think it is 22 feet; some parts of it may be 20 feet. We varied it according to the traffic requirements. At Barriefield, I think it was extended to 22, or it may be 24 feet.

MR. MURPHY: Is this type of road cheaper than hot mix?

A. Yes, there is a good deal of additional engineering.

Q. The maintenance on the other is much less than on this. You have got to apply a spray about every second year?

A. The hot mix has to be done the same.

Q. Out here (indicating outside the Committee Room on the street side), you have the same kind of road?

A. That is an asphalt road I think, sir.

MR. MURPHY: No, that is a hot mix. I paved it, so I know.

MR. COOPER: Mr. Millar, here are the tenders which you say are the tenders of the various persons or companies which tendered on that contract?

A. Yes.

MR. COOPER: I want those marked, so that it will be known what are referred to.

Q. I notice in there that the Rayner Construction Company tendered in there at \$2.59 for crushed rock.

MR. DOUCETT: We have not had a date given when that tender came in.

MR. COOPER: The date when they were in has been given.

THE WITNESS: "Crushed stone consolidated, keyed and binded with bitumen, \$2.59 per ton."

MR. MURPHY: Isn't there another one at \$1.71?

A. Yes, Storms Contracting Company.

MR. COOPER: Both those contractors were higher than the bid which was accepted?

A. Yes.

MR. DOUCETT: But they were only bidding on the \$90,000 job.

EXHIBIT No. 4: File re Tenders on Contract No. 41-428.

EXHIBIT No. 4

McGinnis & O'Connor,  
Kingston,  
Ontario.

Toronto, Ontario,  
June 17th, 1941.

Dear Sirs:

*Re Contract No. 41-428*

We are returning to you under separate cover your executed copy of the above noted contract.

Kindly acknowledge receipt of same.

Yours truly,  
(Sgd.) W. A. MACLACHLAN,  
Contract Engineer.

Exhibit No. 4—Continued

Toronto, Ontario,  
June 6th, 1941.

McGinnis & O'Connor,  
Kingston,  
Ontario.

Dear Sirs:

*Re Contract 41-428*

We are forwarding to you under separate cover two copies of the above noted contract.

Will you kindly have the articles of agreement, all forms and blue prints signed by you and witnessed, and return both copies at your earliest convenience, not later than ten days after receipt.

Note the following:—

- 1. Contractors should enclose Contract Bond when returning signed contract except in Surface Treatment Contracts.
- 2. Limited Liability Companies should affix their corporation seal, together with the signature of the President or Secretary, such signatures with seal do not require witnesses.
- 3. Contracts with partnership firms should be signed by each member of the partnership, a separate seal being affixed opposite each name. One party may witness all signatures.

Kindly adhere to the above requirements.

Yours truly,  
  
(Sgd.) W. A. MACLACHLAN,  
Contract Engineer.

Exhibit No. 4—Continued

Toronto, May 19th, 1941.

*Contract No. 41-428:* patching with hot mix or penetration,  
Kingston Vicinity.

The following cheques have been received this date as deposits on Tender submitted for the above Contract.

Name	Address	Amount
McGinnis & O'Connor.....	Kingston, Ontario.....	\$13,600.00



Exhibit No. 4—Continued

ALTERNATIVE PENETRATION MACADAM or HOT  
or COLD MIX PATCHING—KINGSTON AREA

Contract No. 41-428

Contractor	Total Bid Penetration Macadam	Alternative Hot or Cold Mix
McGinnis & O'Connor....	\$ 90,625	
Rayner Construction Co...	116,731	
Storms Contracting Co.....		\$107,972
Rayner Construction Co.....		153,418
	Penetration Macadam	Hot or Cold Mix
Tender.....	\$ 90,625	Tender..... \$107,972
Material Supplied.....	32,775	Material Supplied..... 15,747
Engineering.....	3,500	Engineering..... 4,000
	<u>\$126,900</u>	<u>\$127,719</u>

Exhibit No. 4—Continued

Tender for Contract No. 41-428

ALTERNATIVE PENETRATION MACADAM      KINGSTON AREA, May 19, 1941

Contractor Will Give Full Business  
Address.

Sir:

We propose and agree to perform the undermentioned work in a substantial and workmanlike manner in accordance with the Plans and Specifications prepared for that purpose, dated the.....day of .....1941, for the necessary work on the King's Highway in the Township of.....for the following unit prices which are given in figures and also written in words.

Items and Unit Price	Estimated Quantity	Contractors' Total Bid
1. Excavation, removal and disposal of pavement and subgrade, Seventy-five cents (.75c.) per cu. yd.....	10,000 cu. yds.	\$ 7,500.00
2. Excavation for shoulders and ditches, Fifty cents (50c.) per cu. yd.....	10,000 cu. yds.	5,000.00
3. 6" field tile, Twenty-five cents (25c.), per l. ft.....	5,000 lin. ft.	1,250.00

4. Backfill over tile, One dollar and seventy-five cents (\$1.75), per cu. yd.....	500 cu. yds.	\$ 875.00
5. Penetration course including chips for seal coat, Two dollars (\$2.00) per ton.....	16,700 tons	33,400.00
6. Crushed stone consolidated, keyed and bonded with bitumen, Two dollars (\$2.00) per ton.....	16,700 tons	33,400.00
7. Application bitumen, penetration top bonding base and seal coat, Four cents (4c.) per gall.....	230,000 gals.	9,200.00
8.		
9.		
10.		
11.		
12.		

Total Estimated Tender.....\$90,625.00

A Marked Cheque for the sum of 15% of tender is attached.

Tenders must be extended and totalled.

To R. M. Smith,  
Deputy Minister,  
Department of Highways,  
Toronto, Ontario.

We remain,  
Your obedient servant,  
MCGINNIS & O'CONNOR,  
(Sgd.) T. A. MCGINNIS.

Exhibit No. 4—Continued

*Tender for Contract No. 41-428*

ALTERNATIVE PENETRATION MACADAM  
Contractor Will Give Full Business  
Address.

KINGSTON AREA, May 19, 1941

Sir:

We propose and agree to perform the undermentioned work in a substantial and workmanlike manner in accordance with the Plans and Specifications prepared for that purpose, dated the.....day of .....1941, for the necessary work on the King's Highway in the Township of.....for the following unit prices which are given in figures and also written in words:

Items and Unit Price.	Estimated Quantity	Contractors' Total Bid
1. Excavation, removal and disposal of pavement and subgrade One dollar and fifteen cents (\$1.15) per cu. yd.....	10,000 cu. yds.	\$11,500.00
2. Excavation for shoulders and ditches, Eighty-seven cents (87c.) per cu. yd.....	10,000 cu. yds.	8,700.00

3. 6" field tile, Twenty-eight cents (28c.) per l. ft.....	5,000 l. ft.	\$ 1,400.00
4. Backfill over tile, Three dollars and forty-five cents (\$3.45) per cu. yd.....	500 cu. yds.	1,725.00
5. Penetration course, including chips for seal coat, Two dollars fifty-nine cents (\$2.59) per ton.....	16,700 tons.	43,253.00
6. Crushed stone consolidated, keyed and bonded with bitumen, Two dollars and fifty-nine cents (\$2.59) per ton.....	16,700 tons.	43,253.00
7. Application bitumen, penetration top bonding base and seal coat, Three cents (3c.) per gal.....	230,000 gals.	6,900.00
Total Estimated Tender.....		<u>\$116,731.00</u>

A Marked Cheque for the sum of 15%  
of tender is attached.

Tenders must be extended and totalled.

To R. M. Smith,  
Deputy Minister  
Department of Highways,  
Toronto, Ont.

We remain,  
Your obedient servant,

RAYNER CONSTRUCTIONS LIMITED.  
(Sgd.).....Pres.  
.....Treas.

Exhibit No. 4—Continued

#### INFORMATION TO BIDDERS

*Contract No. 41-428*

LOCATION—KINGSTON-PERTH; KINGSTON-GLENVALE; KINGSTON-GANANOQUE FOR ESTIMATED QUANTITIES: (See tender form).

*1st Alternative*—Hot or cold mix patching.

The contractor may bid on hot or cold mix; but if cold mix is bid the contractor will have to submit his specifications and the material will not be accepted unless specifications are approved. Contractor supplies asphalt on cold mix.

D.H.O. only supplies asphalt (H.L.2 and H.L.3 to be used).

*2nd Alternative.* Penetration Macadam.

D.H.O. only supplies bitumen.

Base stone to be keyed and bonded with bitumen.

The bidder shall submit with his tender, details of his plant equipment and experiences.

On this contract all earth or rock excavated shall be paid for at a rate per cubic yard measured in excavation.

*Date of Completion July 31st, 1941.*

Nearest Railway Sidings.

Contractors are notified that any unbalanced items bid in tender will render tender liable to rejection.

Department provides free of cost to Contractor and f.o.b. nearest approved railway siding Cement.

.....  
tar or asphaltic oil for surface treatment, tar or asphalt binder paving asphalt, centre joint materials and accessories, expansion joint material, steel reinforcing consisting of rods, pavement reinforcing, floor drains, catch basin covers and vitrified, corrugated, or concrete tile. The Department will not supply agricultural or field tile. Where material of suitable quality is available in the Department pits, the Contractor may draw therefrom without charge for the sole use in this contract.

Where in this contract, prices are paid by the ton units, the Contractor shall supply and maintain satisfactory weigh scales.

A. A. SMITH,  
Chief Engineer.

Department of Highways, Ontario,  
Toronto, March, 1937.

By my/our signature I/we hereby identify this as the INFORMATION TO BIDDERS referred to in this Contract No.....executed by me/us, and bearing date the.....day of..... A.D. 194.....

Witness:

Exhibit No. 4—Continued

*For Contract No. 41-428*

ALTERNATIVE HOT or COLD MIX PATCHING                      AROUND KINGSTON,  
MAY 19, 1941.

Contractor Will Give Full Business  
Address.

Sir:

We propose and agree to perform the undermentioned work in a substantial and workmanlike manner in accordance with the Plans and Specifications prepared for that purpose, dated the.....day of .....194....., for the necessary work on the King's Highway in the Township of.....for the following unit prices which are given in figures and also written in words.



Items and Unit Price.	Estimated Quantity	Contractors' Total Bid
1. Excavation, removal and disposal of pavement and sub-grade, Seventy-five cents (75c.) per cu. yd.....	10,000 cu. yds.	\$ 7,500.00
2. Excavation for shoulders and ditches, Seventy-five cents (75c.) per cu. yd.....	10,000 cu. yds.	7,500.00
3. 6" field tile, Thirty-five cents (35c.) per lin. ft.....	5,000 lin. ft.	1,750.00
4. Back fill over tile, One Dollar Seventy-five cents (\$1.75) per cu. yd.....	500 cu. yds.	875.00
5. Crushed stone or gravel consolidated, passing 2" ring, One Dollar and seventy-one cents (\$1.71) per ton.....	16,700 tons.	28,557.00
6. Hot Mix in place H.L.2 and H.L.3, Three Dollars and Seventy cents (\$3.70) per ton.	16,700 tons.	61,790.00
		<u>\$107,972.00</u>

A Marked Cheque for the sum of 15% of tender is attached.  
Tenders must be extended and totalled.

To R. M. Smith,  
Deputy Minister,  
Department of Highways,  
Toronto, Ontario.

We remain,  
Your obedient servant,  
STORMS CONTRACTING COMPANY, LTD.,  
48 Givens Street,  
Toronto, 8.  
(Sgd.).....

Exhibit No. 4—Continued

*Tender for Contract No. 41-428*

ALTERNATIVE HOT or COLD PATCHING  
Contractor Will Give Full Business  
Address.

AROUND KINGSTON,  
MAY, 19, 1941

Sir:

We propose and agree to perform the undermentioned work in a substantial and workmanlike manner in accordance with the Plans and Specifications prepared for that purpose, dated the.....day of .....1941, for the necessary work on the King's Highway in the Township of .....for the following unit prices which are given in figures and also written in words:

Items and Unit Price.	Estimated Quantity	Contractors' Total Bid
1. Excavation, removal and disposal of pavement and sub-grade, One Dollar and fifteen cents (\$1.15) per cu. yd .....	10,000 cu. yds.	\$11,500.00

2. Excavation for shoulders and ditches, Eighty-seven cents (87c.) per cu. yd.....	10,000 cu. yds.	\$8,700.00
3. 6" field tile, Twenty-eight cents (28c.) per lin. ft.....	5,000 lin. ft.	1,400.00
4. Back fill over tile, Three dollars and forty-five cents (\$3.45) per cu. yd.....	500 cu. yds.	1,725.00
5. Crushed stone or gravel consolidated, passing 2" ring, Two dollars and fifty-nine cents (\$2.59) .....	16,700 tons.	43,253.00
6. Hot Mix in place, H.L.2 and H.L.3, Five dollars and twenty cents (\$5.20) per ton..	16,700 tons.	86,840.00
		<hr/> \$153,418.00 <hr/>

A Marked Cheque for the sum of 15% of tender is attached.  
Tenders must be extended and totalled.

To R. M. Smith, Deputy Minister, Department of Highways, Toronto, Ontario.	We remain, Your obedient servant, RAYNER CONSTRUCTION LIMITED. (Sgd.).....Pres. (Sgd.).....Treas.
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MR. DOUCETT: Moved by myself, seconded by Mr. Drew:

“That Mr. Noonan, District Engineer for Highways District No. 8,

And that Messrs. J. D. Foster and W. G. Clarke, Inspectors of the Department of Public Highways, District No. 8, attend at the next meeting of this Committee:

And that the said District Engineer and the said Inspectors bring with them such books, contracts, specifications, tenders, reports, memoranda, and other records as may be necessary to explain the details of the various items under consideration, namely:

Public Accounts for Fiscal Year ended March 31st, 1942; Page F.26, McGinnis & O'Connor, No. 41-428, resurfacing penetration Macadam, various roads, No. 8 Division, \$193,331.00.”

THE WITNESS: Mr. W. G. Clarke is not with the Department now, sir.

MR. DOUCETT: We can summons him, cannot we?

THE SECRETARY: (Reading):

“Moved by Mr. Doucett, Seconded by Mr. Drew:

That Mr. Noonan, District Engineer for Highways District No. 8,

And that Messrs. J. D. Foster and W. G. Clarke, Inspectors for the Department of Public Highways, District No. 8, attend at the next meeting of this Committee:

And that the said District Engineer and the said Inspectors bring with them such books, contracts, specifications, tenders, reports, memoranda, and other records as may be necessary to explain the details of the various items under consideration, namely:

Public Accounts for Fiscal Year ended March 31st, 1942; Page F.26, McGinnis & O'Connor, No. 41-428 resurfacing penetration Macadam, various roads, No. 8 Division, \$193,331.00."

THE CHAIRMAN: What is your pleasure, gentlemen?

All in favour? Opposed, if any? Carried.

MR. FROST: Mr. Chairman, while motions are being made, I would like to move, seconded by Mr. Murphy:

"That Mr. St. Clair Gordon, Chairman of the Liquor Control Board attend at the next meeting of this Committee,

And that the said Chairman bring with him such books, contracts, reports, memoranda to explain the following items:

- (1) Profits, fines, licenses, etc., \$18,000,000 shown on page 27 of the Public Accounts, 1942;
- (2) Permits, fees, etc., \$750,800, on the same page;
- (3) Arising out of 1 to explain the costs and charges going into the price paid by the public for
  - (a) Beer, (b) Wine, (c) Liquor;including manufacturers' costs, Dominion taxes, administration costs, and profits of the Liquor Control Board."

I think that is an important item, for this reason, the present terrific cost of liquor is driving the liquor business into the hands of the bootleggers.

THE CHAIRMAN: Surely they cannot buy it any cheaper?

MR. FROST: The fact is that you can buy it cheaper from bootleggers in Toronto than you can from the Liquor Control Board of Ontario, because they have stocked up with the liquors.

I say that this is a very important matter from the standpoint of the control of liquor, and the control of the whole of the liquor situation in the Province of Ontario. I think the public mind is very disquieted over the fact that when Dominion taxes are levied, the prices of liquor go up out of proportion to the additional taxes, and it appears that the Liquor Control Board is imposing profits upon the Dominion taxes. If that is not the fact, it is time that we disabuse the mind of the public on that.

THE SECRETARY: Moved by Mr. Frost, Seconded by Mr. Murphy:

"That Mr. St. Clair Gordon, Chairman of the Liquor Control Board, attend at the next meeting of this Committee,

And that the said Chairman bring with him such books, contracts, reports, memoranda to explain the following items:

- (1) Profits, fines, licenses, etc., \$18,000,000, shown on page 27 of the Public Accounts, 1942;
- (2) Permits, fees, etc., \$750,800, on the same page;
- (3) Arising out of 1, to explain the costs and charges going into the price paid by the public for
  - (a) Beer, (b) Wine, (c) Liquor,including manufacturers' costs, Dominion taxes, administration costs, and profits of the Liquor Control Board."

THE CHAIRMAN: Are you ready for the question?

All in Favour? Opposed? Carried.

MR. DREW: Q. Mr. Millar, it has been stated to me that you will speak on behalf of the Highways Department in connection with the questions that are being asked in regard to car rentals, mileage, and the expense of operating cars, and the number of cars?

A. That is right.

Q. How many cars has the Highway Department?

A. We own four, sir.

Q. For what purpose are those cars used?

A. They are used by members of our staff, as necessary, sir. They are stationed at Toronto, and are available for our staff here.

Q. Have you drivers for those cars?

A. No, we have no drivers, sir.

MR. COOPER: Q. They are all in Toronto?

A. Yes.

MR. DREW: Q. Do they remain in the garage over here?

A. Yes, they remain in the Toronto garage.

Q. How do you control them,—do you keep a log book for each car?



A. Yes.

Q. Have you those log books here?

A. No, sir.

Q. What was the cost of operating those cars in the Fiscal Year under review?

A. I have not got the figures available, sir. I believe that was given in Mr. McAllister's list the other day. We submitted all those figures to Mr. McAllister, for our Department.

MR. COOPER: It is shown there.

MR. DREW: Q. The statement put in the other day, showing the operating cost of cars owned, showed that the Department of Highways have four cars, and that it cost \$2,104.51 to operate those cars. Now, would the total of those figures be in log books, or where could we find out how that is arrived at?

A. Each individual car has its record in the garage, and the amount which is charged, each time it is charged out to any member of the staff, and the mileage driven, sir.

Q. That is all contained in the log book?

A. That is all contained in the records, sir.

Q. What system of control is exercised in making sure that those cars are only used on the Departmental duties?

A. The control, sir, they are only used by responsible members of our staff on the orders of the Chief Engineer, the Deputy Minister or the Minister, sir.

Q. Then, is the use of a car immediately entered up in the log book?

A. Yes, it is entered, sir. On certain occasions, I might add, the cars are out for a week at a time on a trip from headquarters by senior members of the staff who have to take trips to considerable distances.

Q. What instructions did you receive in regard, or what written instructions did you receive in regard to curtailment of the use of cars because of the war?

A. I received, in the early part, in the latter part of June, written instructions from the Deputy Minister, that the car mileage on the rental basis, and the use of any cars, had to be reduced to seventy-five per cent.

Q. Those would be on the rental basis?

A. Yes.

Q. Have you a copy of that notice?

A. Not here, sir.

Q. Could you produce a copy of that notice?

A. Yes.

Q. There had been nothing before that, that you know of?

A. Except the general instructions that all mileage should be kept down. This was a definite reduction of twenty-five per cent; and that has been fulfilled; because, incidentally, we have reduced by about thirty per cent. That is within the last year, sir.

MR. MURPHY: But the work has been reduced more than twenty-five per cent, so that the cars would be used less by twenty-five per cent?

A. In the year 1941, 1942, we spent approximately \$35,000,000.

Q. That does not answer my question. I say, would it not be about seventy-five per cent of the normal years prior to the war? That is right?

A. Yes, that is right.

Q. So that naturally you would expect that the use of the cars would be reduced to seventy-five per cent.

MR. MURPHY: It should be less than fifty per cent.

MR. DREW: Q. In the Return Tabled in the House, the mileage allowances paid for cars for the Department of Highways was \$326,845.75?

A. That is correct, sir.

Q. Will you just explain, as simply as you can, the method by which these arrangements are made for the use of cars on a mileage basis, in your Department?

A. In our Department, we require each member of our staff to enter into an agreement with the Department.

THE CHAIRMAN: Order, please.

A. (Continued) In our Department we require each member of the staff to enter into an agreement with the Department. The terms of that agreement stipulate that the owner has to carry insurance, and we stipulate the amount of the insurance. That is the start of having a car available for use by us when it is needed.

When a man makes a trip, we have designated the headquarters,—it may be Toronto or one of our Division headquarters. A man is slated from certain headquarters and has certain qualifications; and then he enters the trip, which will be from one headquarters to a certain point, and the mileage.

Then, in proof of that mileage report, it gives the dates covered by his trip, and the details of each individual trip which he makes; the speedometer reading at the start and the speedometer reading at the end of the trip. And that is signed by the owner. The instructions are self-explanatory, if you care to see it.

MR. MURPHY: Mr. Chairman, who checks up on that?

THE WITNESS: The owner of the car, in making up his expense account, which includes mileage driven and also other incidental expenses of his trip. He may have bus fare, railway, motor or pullman fares, gas, oil, and hotel bills. Written on the expense account sheet are the mileage details, which are backed by a daily mileage report on each individual trip which the owner makes.

Q. Does this driver take the car out at a certain point, and drive to a certain point?

A. That is right.

Q. And, when he comes to go out he checks it, and when he comes back it is checked?

A. It is checked periodically. Our agreement calls for inspection by the Department at any time.

MR. COOPER: Q. How long has that system been in force?

A. That has been in use since, I would say, 1935 or 1936; I could not say exactly the date when it went into use. The rates have been varied.

HON. MR. MCQUESTEN: The Colonel asks you what the agreement was.

MR. ARMSTRONG: Q. Is there any way by which a man might drive around for ten or twenty-five miles for himself? The point is that if a man takes a car out with a thousand miles on it to-day, and he can drive it for two thousand miles, and disconnect the speedometer, and the speedometer does not show the thousand miles —

THE CHAIRMAN: I think we will get back and let the witness answer the question about the agreement.

THE WITNESS: The agreement taken out between the Department and the owner, in respect to the coverage for insurance of \$10,000 or \$20,000 Public Liability, and \$100 deductible for gasoline, the standard policy for protection for the Department; and anyone having those agreements, on the orders of his superiors is ordered out to a job; and on his return, as I say, makes up his expense account, which includes a statement of the mileage driven from day to day; and that is signed as an affidavit, "I hereby certify that the entries made in this book are correct." Checked by the owner and checked in turn by the Division Engineer and then by the officer in Toronto and finally by the Audit Officer of the Accounts branch.

HON. MR. MCQUESTEN: Q. What about the condition for deposit for a new car?

A From the amount which we pay, if he is driving in southern Ontario at the present time he receives six cents a mile; an amount is deductible from that, and put in a reserve fund and held by the Department, so that the man will have enough money to get a new car. And that is released to the owner when it is found necessary to have a new car.

MR. DREW: Q. What is the mileage now paid per mile?

A Up to 7,000 miles of a total in southern Ontario, the Department pays eight cents a mile. Over 7,000 miles, from the date of the Order in Council in July, I believe, it was 1941 or 1940, six cents a mile in southern Ontario.

In northern Ontario the rate is governed, with the 7,000 miles allowance at nine cents, to seven cents.

At the present time practically all our drivers in the Department, in the last two years have driven more than 7,000 miles. The boundary between northern and southern Ontario is from the Severn River,—it includes the old area of the southern development, and is separate from the southern area.

MR. COOPER: Q. You do not own any cars outside of Toronto at all?

A. No, we own no cars outside of Toronto.

MR. DREW: Q. How many cars are operated on this basis in the Department of Highways?

A. In 1941, we had 533.

Q. Is that the list of the cars, there?

A. Yes, this is the list of the owners.

AN HON. MEMBER: Mr. Chairman, does this man pay the Dominion gas tax on gas used in the car?

A. Yes, sir, he pays all expenses.

MR. DREW: Q. This list, that I have in my hand now, is a list covering the Fiscal Year in question, is it?

A. Yes, 1941-1942.

Q. And it shows that there were 533 cars used, does it?

A. Yes sir, 533 cars, sir.

Q. Are the men shown in this list all employees of the Department of Highways?

A. That is right, sir.



Q. And they are included alphabetically in the list, without regard to whether they are in northern or southern Ontario?

A. That is right, sir.

Q. Now, let me take just some of these names at random, and perhaps you can tell me what their duties are. For instance, Mr. L. A. Boucher, he was paid \$2,064.79. Do you know what his work is?

A. He is a district engineer at the municipal road station at Huntsville, sir. He is in the area of the nine and seven cent rate. During that year he would be paid entirely at the seven cent rate, since he had already exceeded the seven thousand mile allotment in the previous year.

Q. Then I see W. A. Clark, \$2,084.94.

A. He is division engineer at Bancroft, of the King's Highway Branch. He is stationed right in the northern zone. He had a seven cent rate.

Q. How many cars would there be at each station?

A. They vary very much. Some divisions are much larger than others. They would have a division engineer and an assistant, and possibly one instrument man; and occasionally a third is allowed to go out and make deliveries of cheques and things of that kind.

Q. How many areas have you?

A. Ten, but actually nine of them come under the ten cents a mile. There are actually nine of the County areas; some of the boundaries of the Port Hope Division overlap in the north and the south.

Q. What about G. R. Duncan, \$2,050.56?

A. I believe he would be in one of the other branches with which I am not immediately familiar. Those names on there include motor vehicle permits.

Q. C. G. Fair?

A. He is inspector of miscellaneous permits of the Branch, stationed at Toronto.

Q. What would call for that heavy mileage?

A. He has to cover the whole of the Province. Each individual place for a signboard or a gas pump, for removal of a signboard, or for a garage license, and so on, come under his branch, and he is required personally to examine all of these places.

Q. On that point, you mentioned a few minutes ago, travel by bus and train. Has there been any discussion as to the wisdom of using the trains, instead of bus, in connection with these things?

A. Yes sir, we use train and bus wherever possible.

Q. Wouldn't it be possible for a man carrying out inspection jobs all over the Province to cut down his mileage considerably by using a train and bus?

A. Yes, and we have been doing that. Our instructions to our district engineers covering any long distance, coming to Toronto, for instance, is that they are to use trains.

Q. I notice William Kitson, \$2,043.04. Do you know what his work is?

A. He is Testing Engineer at head office. He is the Department of Highways Testing Engineer for materials on contracts made by the Department. His presence is required throughout the Province to examine gravel pits, stone, and other material of many kinds, throughout both southern and northern Ontario.

MR. MURPHY: Q. Would it be cheaper to have samples brought into the Lab.?

A. That is done. Samples are brought in, but, in addition, he has to make an examination of the pit which a contractor proposes to use, particularly for bridgework.

MR. DREW: Q. This is an example of something I do not understand. Mr. Kitson travelled 13,400 miles; was paid \$2,043.04; whereas Mr. Rudd travelled 29,087 miles, and was paid \$1,796.25?

A. That is the difference in the rate. Mr. Kitson travelled out of Toronto, and going north, for instance, he would be paid six cents a mile as far as Severn Bridge, and the larger rate from there.

Mr. Rudd would be paid the smaller mileage rate.

Q. That would not account for a difference of that kind. On the same page is Mr. Kitson, who travelled 13,400 miles, and received \$2,043.04. And Mr. McNeal travelled 13,462 miles and gets \$2,081. In other words they received approximately the same; and yet one man travels two and a half times more than the other one. That is not to be accounted for by the odd cent a mile.

THE WITNESS: The only difference there could be would be the difference in the rate, sir.

MR. DREW: I would like, Mr. Chairman, to have all the records of Mr. Kitson and Mr. McNeal.

HON. MR. MCQUESTEN: It might save time.

MR. DREW: And going over into the next page, I see Mr. H. G. Moore, 16,000 miles —.

HON. MR. MCQUESTEN: These men with large mileages travel over the whole of the Province?

A. Yes.

MR. MCQUESTEN: Mr. Moore received only \$200 more than a man who is shown as only having travelled 13,000 miles.

THE WITNESS: Mr. Moore is in the south, at the six cent rate. That is the only variation there could be in the two different figures.

MR. DREW: What I would like to see are the actual records, with all the supporting vouchers for all the accounts over \$2,000.

I would like this list marked as an exhibit.

EXHIBIT NO. 5: Car mileage, Highways Department, from April 1st, 1941, to March 31st, 1942.

Q. That is not difficult to obtain, is it, Mr. Millar?

A. No, not at all.

HON. MR. MCQUESTEN: Can you get it here, or would you have to send out to the branches?

A. It is all reported here.

There is but one point, do you want the rates at which he is paid? I would have to get the complete expense account and the Motor Vehicle mileage books, which were filed away; and it would take a little time to get all the individual ones up.

MR. DREW: Are they not with the individual files?

A. Yes, each man's name is recorded for the whole year with each account. If he puts one in every two weeks, I would have to have the accounts and the actual vouchers, making quite a stack.

I do not know whether I could obtain the originals which are in the Treasury Office. They would have to be obtained under an Order to them. They are bulky, sir.

MR. DREW: I will give you a list of perhaps ten names.

MR. DOUCETT: Q. Do you give the operators an advance for expenses, or just pay them as they submit their invoices?

A. We do not give any advance for the car mileage itself, but on occasion we give an advance on travelling expenses.

Q. Have you any set amount for that?

A. No, it is between \$25 and \$50 for an accountable advance. If a man

has to make a trip to Kenora or western Ontario there should be an advance on that.

Q. Do they submit their accounts weekly?

A. We try to get each one every two weeks for continuity.

Q. Have you a division of the cars for residence?

A. Not immediately available. I have the records by divisions. This is the previous Fiscal Year, I am sorry. I have the records for the Fiscal Year, 1939-1940. I can get a similar one for 1941-1942.

Q. Can you get that for the year which we have been having under discussion?

A. Yes.

MR. DREW: Q. I have picked out some of the higher figures here. If you would take these and let us have the complete records in connection with them: L. A. Boucher, W. A. Clark; A. Collins, C. G. Fairs, E. A. Kelly, William Kitson, D. R. Paterson, and H. P. Sisson?

A. All right, sir.

Q. Then, we were speaking about the bus and rail. Do you, in the same general records, keep a record of travelling by bus and rail?

A. Just a voucher as to the cost, sir.

Q. Do you know what it cost the Highway Department for bus and train travel of its employees in this Fiscal Year?

A. Not from the information I have, sir. That would have to be obtained from a study of the individual expense accounts, car mileage, train travel, taxis, the bills are all recorded as to the amounts paid to each man's return at the end of the year.

THE CHAIRMAN: The travelling expenses are shown.

MR. DREW: I think that is part of the picture, that it presents no difficulties because it is all bulked in your travelling accounts?

A. Yes, it is all bulked in.

Q. Will you get the figures of your travelling expenses in your Department, —of your total travelling expenses?

A. The trouble is that they are all bulked. I cannot get the individual ones without taking each individual account.

MR. COOPER: Let us try with those nine names first.



THE WITNESS: I can separate car mileage, because we have an individual item, a heading, on here. The others are all bulked in. This is the standard expense account.

MR. DREW: What are all bulked in?

A. The taxis, bus and train bills and hotel bills. Those are all bulked in; and that is all recorded in the Expense Accounts returned at the end of the year.

Q. You could give us the total for the Department?

A. Yes, I could, but it would take considerable time to pick out the individual items.

Q. I do not want the individual items, but to have the total?

A. That is the only way by which the bus and train travel could be arrived at; it would have to be picked out of the Expense Account blank.

Q. You mean that what would cause the difficulty is because the hotel bills and meals are all included?

A. Yes, sir.

Q. Then, taking the few names I have given you, how could we best get at a couple of sample cases to see how this works out?

HON. MR. MCQUESTEN: Take the ten men whom you have already listed. They cover a big area, but there are not many railway lines there.

MR. DREW: The difficulty is that those men would be mostly travelling by car. Find it out for those nine.

Let me, at random, add say three other names who are not in the large mileage category:

E. F. Essex, S. P. Hatheway, W. A. Logan, F. A. McGiverin, and J. H. Robinson.

HON. MR. MCQUESTEN: Here is the letter.

THE WITNESS: This is dated as at the end of the fiscal year. Mr. Drew, you asked a question a moment ago in regard to the consumption of gasoline and the mileage.

This is dated March 10th, 1942:

"For the coming year gasoline will be rationed, and it is necessary that all possible efforts be put forth to conserve gasoline. In order that you may be advised of the policy of the Department, I wish to state that no person will be allowed to drive his car, on Government business, over seventy-five per cent of the 1941 mileage, and in no case is this to exceed 25,000 miles."

MR. DREW: I would like that the whole of this letter be read in, because I think it is important. It is a memorandum signed by the Deputy Minister, and it reads as follows:

“Rations.

Last July”——.

That would be July of 1941, wouldn't it?

A. Yes.

MR. DREW: (Reading):

“Last July, when the Oil Controller requested that all possible gasoline be saved, instructions were issued under this bulletin number asking that every member of the Department who operates their car on Government business co-operate with the Oil Controller as far as possible.

For the coming year, gasoline will be rationed, and it is necessary that all possible efforts be put forth to conserve gasoline.

In order that you may be advised of the policy of the Department I wish to state that no person will be allowed to drive his car on Government business over seventy-five per cent of the 1941 mileage, and in no case is this to exceed 25,000 miles.”

So that a request for reduction had been made in July of 1941?

A. Yes.

Q. The fact remains that 1941-1942 was the highest year of all time in these expenses, wasn't it?

A. Of car mileage?

Q. Yes.

A. I could not say that without checking back our other records.

Q. If you cannot say that naturally you cannot answer the question. Is there any system of inspection maintained by the Department, to go around and check up on the use of these cars?

A. Yes, they are checked, sir, from time to time by the division engineer in charge, and the contract which we take with each individual owner calls for periodical inspection by the Department representatives; and the Department representative has the right to do that inspection, and he does that.

MR. COOPER: He inspects what?

A. The speedometer reading and the general conditions of the car.

We do not want a car to get out of condition when it has been driven more than 4,000 miles; and also the tires.

MR. DREW: Q. How do these men arrange to get tires under the present conditions?

A. At the present time the instructions from the Rubber Controller's Office is that Departmental employees are in category B, which calls for only retreads and second-hand tires. We had been getting new tires.

Our work is not considered, apparently, as a public utility.

Q. In that respect, are there any specific instructions that have gone out in regard to the handling of cars, that you know of?

A. No, not to my knowledge, except that we started last year asking the men to have their tires examined, and if they showed signs of deterioration, to make application immediately to their Rubber Controller's local office.

MR. DREW: Until this other information is available, I have no other questions to ask Mr. Millar.

MR. DOUCETT: I understand that you will give us the residences of the cars.

A. Yes, that is right.

MR. DREW: There is one question I have overlooked.

Q. These cars that are in the garage, the four cars that are owned by the Department, those are taken out by members of the Department on instructions by whom?

A. Instructions to the garage superintendent, sir.

Q. So that the garage superintendent has the actual control over these cars?

A. That is right.

Q. What must be produced to obtain delivery of one of those cars?

A. The car must be signed for, sir, by the man who takes it out. If the member of the staff is not known to the garage superintendent, he has to have a letter from the chief engineer or the Deputy Minister or the Minister.

MR. DREW: I would like to have the log books for those four cars for the fiscal year we have been discussing.

THE WITNESS: All right, sir.

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F. A. MACDOUGALL, Sworn:

MR. DREW: Q. Mr. MacDougall, you are Deputy Minister of Lands and Forests?

A. Yes sir.

Q. I notice that your Department owns no cars, and consequently has no operating expense for cars?

A. Yes, sir.

Q. What mileage allowance was paid by your Department in the fiscal year which we have been discussing?

A. \$49,362 in 1942.

Q. Where would that be incurred?

A. Either northern Ontario or 100,000,000 acres in southern Ontario on woodlots.

Q. And that mileage would be paid on cars owned by members employed on the staff of the Forestry Department?

A. Yes, sir.

Q. Have you a list of the men to whom mileage would be paid?

A. I have the last list. They have to pick off the books, the 1942 list, and that is being compiled.

Q. It might help, from the point of view of determining the extent, if I looked at the current list. It might give me some idea of the extent of any particular mileage.

A. It will be here in a few minutes.

Q. What instructions have been given in your Department in regard to the use of cars?

A. Do you mean the regular instructions or the current instructions?

Q. In regard to the restriction of the use of cars, because of the situation in connection with gasoline and oil?

A. We have a whole series of instructions since the restrictions have come in. As fast as the Oil Controller issues instructions we have sent out an appeal. This is typical. (Produced.)

Q. Was this the first one that went out?

A. What date is that?



Q. March 20th, 1942.

A. Here is one of March 10th; and here is one of January 30th, 1942; and here is one of January 8th.

Q. I think it is evident that some of the Departments were much more vigorous than others in connection with the restraining of the use of gasoline and tires.

MR. COOPER: You would not expect me to admit that.

MR. DREW: Well, that covers that.

Q. My questions really would be based on this list of the men to whom mileage has been paid. There are no cars owned, so that the question is really directed towards mileage. I suggest we have Mr. MacDuugall back, when he has that list ready.

THE WITNESS: Here is the check on the individual, when we see the mileage getting up. We check it constantly.

Q. This letter which you have shown me is in reply to one raising the question of the high mileage?

A. Yes. Mileages around twelve to fourteen thousand are considered high.

Q. You yourself maintain that check, do you?

A. That is maintained by the accountant, and there is a general check kept constantly. There is a check on each man. There is a check immediately his mileage shows up,

Q. I see, for instance, "7,000" is underlined with red,—that would indicate that there was some check at that point.

A. That is where his Category changes. That follows the general Order-in-Council.

Q. That is in regard to mileages?

A. Yes.

Q. What, in general terms, are the general instructions as to the checking by the Accountant on the mileage?

A. In the first place it is covered by a district Budget; he is allowed so much for travel, and car or rail travel are within his jurisdiction. He gets authority for the individual car, and he keeps a district check plus an overall check.

We also check according to the Category from the Oil Controller, as to each man. We ask the Oil Controller for a higher rate; and then we ask for watching the gasoline.

MR. COOPER: You follow the Order-in-Council?

A. We follow the general Order-in-Council.

Q. You started to circularize your employees around the first part of January, 1942?

A. Yes.

Q. As a matter of fact, the tire ration did not come in until after the first of December?

A. Yes.

Q. And you immediately started, and you have sent several circulars to your employees since that time?

A. Yes.

MR. COOPER: All right.

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HARVEY ALEXANDER COTNAM, Sworn: By Mr. DREW:

Q. Mr. Cotnam, we were discussing the question of mileage, car rentals, and expense of operation of cars; and I would like to know whether you have any general supervising powers over these expenses in regard to cars?

A. Do you mean with regard to all the Departments, Mr. Drew?

Q. Yes.

A. All the Departments submit their expense requisitions to my office for audit, and therefore members of my staff pass on the expense accounts of all the Departments; and the travelling expenses and mileage allowances are checked, with comparisons with the Road Map and the distances between points; and the Departments must indicate the points to which travelled, and the vicinity travelled, if there was a vicinity travelled, at a point which would not be on the Road Map.

Q. Have you any recollection of the instructions you received in regard to the curtailment of the use of gasoline and tires and oil?

A. Well, I took it on myself, sir, to speak to all the members of my staff who travel to points and get this allowance, to try and curtail the mileage, and take the trains —.

Q. Was that reduced to writing?

A. No, it is verbal, because my men must get instructions from me as to where they go.

Q. You just gave verbal instructions?

A. Yes, because I must instruct my men where they must go from time to time, and it is necessary that nobody knows where they are going from one audit to another.

Q. You mean so that they will be surprise audits?

A. Yes.

Q. How many cars does your Department own?

A. We do not own any cars.

Q. What was the total mileage paid by your Department?

A. \$669.16. It was paid to four individuals.

MR. DOUCETT: What Department is that?

A. That is the Audit Office, sir. The office of the Provincial Auditor.

MR. DREW: What about railway fares in your Department,—would they be extensive?

A. I have not got the figures at my finger-tips as to how much it would be; but I think it would compare favourably with the mileage allowance.

Q. What have you found in the Provincial Treasurer's Department as to the comparative cost of the use of railroads and motor cars under the mileage allowances?

A. I am in a little different position from some of the Departments, because my men go out to visit the hospitals, and hospitals are not usually in the centre of the town; and when you take your railway fare and the taxis back and forth, I feel that it is cheaper usually to go by motor car. If three men go from my office, only one mileage allowance is allowed, as compared with three railway fares.

Q. The cost in your Department is so small that it is not significant in any way, so far as the general use of cars by mileage and the use of the railroads, have you had occasion to make any study of that?

A. I think it all depends upon the circumstances, sir.

Q. Have you had any analysis made as to the comparative cost of operating cars owned by the Government, and used in that way, and paying mileage to the private owners?

A. Yes, I have looked into the problem several times, and obtained figures; and I am pretty well satisfied that the mileage allowance is not out of line with owning the car.

Q. In other words, would you say, the other way around, that as far as you can see they are on a comparable basis? Is that so?

A. It depends upon the automobile and how much mileage is placed upon it.

Q. I do not just understand that.

A. If a car is driven a small mileage in a year, to pay mileage allowance is, in my opinion, the cheaper thing to do than to have a car owned by the Department, and have the depreciation of the car, and the repairs.

Q. You mean if the car owned by the Department were not being used extensively, you would have a heavy depreciation in relation to the mileage?

A. Yes, sir.

Q. I mean as between a car being owned and used extensively, have you considered the difference between the cost of mileage, and the cost of maintaining the car?

A. It depends upon the different views. You would get just as many opinions as you would get people.

MR. COOPER: Are there hazards in owning a car, for instance, in the case of accidents, if you own your own car you may find yourself responsible for the payment of damages?

A. Yes.

MR. COOPER: And you do not in the other case.

MR. DREW: Q. But you would insure the cars?

A. Yes, but if the driver owns the car, he is responsible for the car; and if he has an accident he may not have enough insurance and he may find himself with a judgment which he is paying for the rest of his life.

Q. Did you, in your Department, receive any general instructions in regard to the questions of gasoline, oil, and tires?

A. No, sir.

Q. So that, so far as you know, the matter was one that was optional within the Departments in the exercise of their own discretion?

A. So far as I know, sir.

THE CHAIRMAN: What about the next meeting. Shall we sit this afternoon?

MR. DREW: It would make it difficult for me.

MR. DOUCETT: Mr. Noonan, of Kingston, is in town, and he could be here to-morrow morning.



THE CHAIRMAN: We might notify the Deputies that we will let them know when to come. Who do you want first?

MR. DREW: I think it would be better if we had Mr. Millar, first, with that additional information. The others can be brought over when needed.

At 1.00 p.m., the Committee adjourned until to-morrow, Thursday, April 1st, 1943, at 11.00 a.m.

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### FIFTH SITTING

Parliament Buildings, Toronto,  
April 1st, 1943, 11.00 a.m.

MR. HAGEY, Chairman.

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THE CHAIRMAN: Will you come to order, gentlemen?

Mr. Millar.

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JOHN DAVID MILLAR, recalled. Examined by MR. DREW:

Q. Mr. Millar, have you got the material that we were talking about yesterday?

MR. DOUCETT: There is one question I would like to ask Mr. Millar, before you talk of that.

Q. Has it been the practice for the Department to give extensions to the contractor on the job, or do you give other contractors the extension, to move in?

A. An extension to work already let, sir?

Q. When a contract is finished and you are going to extend it, hasn't it always been the practice to let that contractor continue it?

A. Not always, but it has been quite frequently done.

Q. You have done that generally?

A. Yes, for many years.

Q. By tender?

A. No, the original contract has been extended.

Q. Why would you bring in another contractor, when there was a contractor on the job?

A. The extension is to the contractor.

Q. When you bring in another contractor, what is the practice?

A. To call for tenders.

Q. Because you thought the original contract too high?

A. No, sir, it is the extent of the work, in most cases. If the job warrants complete new estimates, and it extends into another year, and conditions are changed, we call it.

Q. Would you not consider that this contract was of that nature?

A. No, sir; at the time we did not feel it was.

Q. Not even when spending an extra \$200,000?

A. At the time it was extended, sir, we were not in a position to estimate that it would run into those figures.

Q. Why weren't you prepared to estimate it?

A. At the time we did not have the information at our disposal to estimate it.

Q. Is it the practice of the Department to go ahead and do jobs without estimating, if you are not prepared?

A. We were not going ahead with the job then, except on the estimate as prepared; it was to extend ditches, and so on.

Q. But you did have ten miles of the road under contract, and you were going to spend a considerable amount of money, and would it not be feasible to expect that you would make a new survey of it and an estimate?

A. At the time that extension was granted we were not going ahead with any further work over and above the estimate we made at the time.

Q. What do you mean by the estimate you made at the time?

A. When the job was originally called, as I explained before, it was for a patching job only. And actually before the contractor had done any work on the job it was found that the road was breaking badly, and that the sub-grade, parts were such that we had to do more than a patching job; and we had to increase that to include rock quantities. At the time we made that estimate, the prices were —.

Q. When you made what estimate?

A. The 17,000 cubic yards of rock and 60,000 cubic yards of earth.

Q. That was for the extension you made this estimate?

A. At that time, sir.

Q. On what grounds did you make the estimate?

A. On the necessary drainage and strengthening of the sub-grade, sir.

Q. Had you in mind then this rock cut on the new alignment?

A. No, I would not say so, sir. It was found later that that work was necessary, and it came on later in the job.

Q. And you made no estimate of it at all?

A. Not at the time.

Q. No estimate was made of it?

A. Not in that 17,000 cubic yards.

Q. Was there no estimate made of this large rock cut that is in the new alignment?

A. Oh yes, sir, later on.

Q. What was the estimate?

A. It was made later on in the year. I have not the immediate figures here. I was under the impression that the questions were going to be on the other line. I have that information here.

Q. This was an estimate made on August 18th for 17,000 cubic yards of rock and 60,000 cubic yards of earth. That was the one you were asking for, sir. That was extended on March 26th, 1942, just before the end of the fiscal year, to cover an additional amount of \$12,190.90.

MR. DREW: Q. On March what?

A. March 26th. That is the end of my records for 1941.

MR. DOUCETT: Q. But this rock cut, which ran into 60,000 cubic yards of rock, was taken out previous to this time?

A. It was started before that.

Q. It was finished during last summer, was it not?

A. Yes, in 1942.

Q. Then what was the estimate for? You must have taken some estimate, you would not give a man a job to do 50,000 yards of rock cutting without some estimate?

A. Oh, we had the complete figures of it, but I have not the immediate figures of the quantity.

Q. That is what I asked you yesterday, and you said you would get them. The last estimate was March 26th, 1942, of \$12,000.

MR. DREW: 12,000 cubic yards.

THE WITNESS: \$12,000. That is covering other work beside the drainage.

MR. DOUCETT: That was an extension, at the time?

A. That was an extension of the contract at the prices already in.

Q. What I am wanting is, what was the estimate for this rock which ran into the large amounts?

A. I have not the immediate figures for that, sir.

Q. But you had them taken off previous to having the job done or let, that extension?

A. Yes sir, that is right.

Q. You do not know when that was done?

A. I do not immediately, no.

Q. I asked you yesterday, and you were unable to answer, how many different extensions did you make on this job, or was this over \$200,000 an extension given at the one time?

A. No, there were three separate stages to the work, sir. There was the original patching contract,—

Q. Of \$90,000?

A. There was the extension to cover deepening the drainage and the improvement of the grade; and there was the third extension, to cover realignment on dangerous points.

Q. What was the second extension,—what was the amount in dollars?

A. It is that figure of 60,000 cubic yards of earth and 17,000 cubic yards of rock, sir. I could give you the other items.

Q. Yes.

A. They included 60,000 cubic yards of earth at 50 cents, \$30,000; 17,000 cubic yards of rock, at \$1.80, \$30,600; 500 cubic yards of earth excavation for culverts, at 75 cents, \$375.00; rock excavation for culverts, 500 cubic yards, at \$2.00, \$1,000; concrete in culverts, 700 cubic yards, at \$12.00, \$8,400; making



a total for the contract of \$70,375.00, to which was added materials, \$2,380; engineering, \$500.00; sundries, \$2,000, -that includes guard-rails, fencing, and so on. That makes \$75,255.00.

Q. So that that was the extension?

A. Yes, at the second stage.

Q. Now, what is your third stage?

A. That is the one which I cannot give you the figures on.

Q. So that up to the second stage it was \$65,000?

A. Except the one that I noted, right at the end of the fiscal year.

The second stage came in during the 1941-1942 fiscal year.

Q. You will get those figures for us?

A. Yes.

Q. But you do say that you had a survey of the whole approximately one mile rock cut, and had the rock excavation taken off?

A. Yes, sir.

I might, in explanation of that, present for your consideration two photographs showing that rock, which indicate the necessity for realigning that particular curve.

If I might explain those, this is a curve, known locally as the Hole in the Wall. There is a rock ridge comes across, as shown in the photograph here.

Under the stereoscope we can bring it up so as to show the contours of the ridge. We struck through on a straight line. There is a steep grade there.

Q. A steep grade coming from the east?

A. From the north-east. And we changed the alignment to go right through.

Q. There is a point here, which is about a mile long, which is the new alignment?

A. Scarcely a mile.

Q. Roughly?

A. Scarcely a mile.

Q. About nine-tenths of a mile?

A. Yes.

MR. DREW: Q. You had certain things which you were going to answer to-day. Which would be most convenient for you to take up first?

A. I had not completed the summary of the four cars owned by the Department, sir.

If you would care to take the question regarding the car mileage by our Department staff, sir.

MR. DREW: Yes.

HON. MR. MCQUESTEN: I am thinking, Colonel, about the men from the field who have been brought in.

MR. DREW: We can take that next.

HON. MR. MCQUESTEN: We might let them go, if you would take them now.

MR. COOPER: Mr. Noonan, Mr. Clarke and Mr. Foster.

MR. DREW: Yes, certainly.

(Mr. J. D. Millar stood aside.)

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WILLIAM FLEMING NOONAN, Sworn: Examined by MR. DOUCETT:

Q. Mr. Noonan, I understand you are the District Engineer of No. 8, located at Kingston?

A. Yes.

Q. The job which we have under discussion is known as the Kingston-Seeley's Bay job, which is under your residency, is that right?

A. That is right.

Q. When was this contract let?

A. As near as I remember, it is in May, 1941.

Q. What preparation had you made previous to the calling for tenders?

MR. COOPER: Before you start, how long have you been with the Department of Highways?

A. Since October, 1919.

Q. Twenty-three years?

A. Yes, sir.

MR. DOUCETT: We have no doubt at all as to his efficiency.

THE WITNESS: You asked me what preparation was made?

Q. Yes, as to surveys, and the check on what you wanted done on this road?

A. There was no survey made at that time. We had plans of the road made for years before.

The estimate was made by driving over it and estimating the amount of patching, and the various affairs that had to be done.

Q. Just by driving over the road you made the estimate?

A. Yes, there was not time to do anything else.

HON. MR. MCQUESTEN: You say "driving over it",—that is not the full answer to the question. He said driving over it and estimating the amount of patching. You had better say what the witness said.

MR. DOUCETT: Q. On driving over it and estimating the amount of patching, what was your estimate?

A. Do you mean yards or dollars?

Q. Give it to us in both, and there will be no misunderstanding.

A. I have forgotten the exact yardage, right now. The total contract was somewhere up around \$90,000.

Q. You estimated that this road would take \$90,000 to patch and repair?

A. Yes.

Q. What was the distance which you estimated?

A. The total distance at that time was 115 miles.

Q. Which took you from what given points?

A. From Kingston to Perth, Kingston to Gananoque, and Kingston for several miles out on the Glendale Road.

Q. Kingston to Perth, which is a distance of what?

A. 75 miles.

Q. And Kingston to Gananoque?

A. 20 miles.

Q. And Kingston to Sharbot Lake?

A. No, out to Glenvale,—another twenty miles or so.

Q. What is the type of road from Kingston to Glenvale?

A. It is waterbound macadam with tar surface, the same as No. 15 Highway.

Q. And approximately what time would this be that you made this estimate?

A. Oh, it would be in the middle of April, 1941.

Q. And then the contract was let at what time?

A. Approximately a month later.

Q. For this amount of road you have mentioned. That is right, and the contract was for what amount?

A. About \$90,000.

HON. MR. McQUESTEN: And the cost of the materials?

A. Yes, that is the tender.

MR. DOUCETT: Q. Was it on your recommendation that the contract reverted from a maintenance into a construction job?

A. Partly. I had to report on the condition of the road from time to time.

Q. And when did that take place?

A. Along sometime in June or July.

Q. Do you know when the extension was made?

A. I cannot remember exactly.

Q. What distance was the extension for,—what distance of road did it cover?

A. Ten miles.

Q. Did that take in ten miles of the original one hundred and fifteen miles which you have mentioned?

A. Yes.

Q. What was the amount of extension in dollars?

A. I cannot remember it exactly. The ten miles started at this \$90,000, the original contract.



Q. So that the original contract was not done at all, was it?

A. I beg your pardon.

Q. Was the original contract done at all?

MR. BELANGER: Mr. Chairman, may we have order? We cannot hear at all.

THE CHAIRMAN: Will you speak up a little louder, please?

A. No, I cannot say that it was.

MR. DOUCETT: Q. So that it was not done at all?

A. No.

Q. Was the new contract to take in ten miles of road? What became of the other 105 miles of road?

A. Well, it was patched, nearly all —.

HON. MR. MCQUESTEN: Shout it out, and let the Committee hear you.

THE WITNESS: The other 105 miles was patched up partly by day labour and partly by contract.

Q. Was that a further contract?

A. Yes, it was a contract for the delivery of patching materials, mostly.

Q. And who did the labour, the work?

A. It was partly done by our day labour gangs, and partly by a contractor.

Q. Did your day labour gang do any work on this ten miles?

A. No.

Q. But they did on the other 105 miles?

A. Yes.

Q. I do not think you have told me yet what the extension was given for?

A. The amount?

Q. The amount.

A. I am afraid I will have to refer to my orders for that.

Q. Have you got them here?

A. Yes.

Q. I will be glad if you will do that.

MR. COOPER: The orders were put in yesterday.

THE CHAIRMAN: I do not want to limit you in any way, but you have got this information as to the orders from the head of the Department. The original orders are in here now.

MR. DOUCETT: I think it is very important that we get it from the man who was on the job.

MR. COOPER: You have the originals of the orders already in.

MR. DOUCETT: If you wish to rule it out, you are the Chairman.

THE CHAIRMAN: I do not wish to rule it out, but it is a rehashing of the thing which has been gone over a good many times already.

MR. COOPER: Q. How many orders were there, Mr. Noonan?

A. Well, there was six in 1941.

MR. DOUCETT: Q. What do you mean by six orders, Mr. Noonan?

A. They were orders for work, issued by the Department.

Q. In other words, it is six extensions, is it?

MR. COOPER: No. It is not six extensions, but a work order goes out and it might be within the original estimate.

HON. MR. MCQUESTEN: The engineers call that an extension, but it is not that at all.

MR. DOUCETT: That is what I say, six extensions.

HON. MR. MCQUESTEN: But you say it is six changes in the original contract, and it is not that at all.

MR. DOUCETT: It seems that you give a contract at a price which was awfully high, and the contractor carried on after that.

THE CHAIRMAN: There is no evidence here that it was either high or low, or anything else.

MR. DOUCETT: I am saying so.

Q. All right, Mr. Noonan, what was this estimate of the extension from that \$90,000?

A. The first one here is for \$75,255.00.

MR. BELANGER: Did that comprise material?

A. Pardon me, that includes the material.

MR. BELANGER: Then let us not talk about \$90,000, because the material was \$16,000; and the material is not included in the \$90,000 in the first contract. But it is included in the figures here.

MR. DOUCETT: If he wishes to give us those figures, I would be glad to have them for the material, if it is handy; and then we will get the material in a lump sum.

A. The amount of the tender was \$70,375.

Q. Now, that is the first extension. Is that plus the \$90,000?

A. Yes.

Q. Now, what was the next extension?

MR. COOPER: Q. What was the date of that letter?

A. August 21st.

Q. And when was the work actually commenced?

A. July 25th.

MR. DOUCETT: The actual work was when?

A. July 25th.

Q. And the tender was when?

A. August 21st.

Q. We are asking now for the second, taking them in rotation.

A. What is your question.

Q. What was the amount of the second extension?

A. On February 24th, 1942, there is one for \$9,313.10.

THE CHAIRMAN: Material or labour?

A. Tender.

MR. DOUCETT: Q. Then you had a further extension, did you?

MR. DREW: Q. How do you mean, "tender"?

A. That is the amount paid to the contractor.

MR. DOUCETT: Q. I was terming it "extension"—is that correct?

A. Yes. But the extension might take in material, engineering, and some construction.

HON. MR. MCQUESTEN: And might take in part of the original contract price?

A. Yes.

THE CHAIRMAN: These are Work Orders that you received, Mr. Noonan, for going ahead with the various items on this job?

A. Yes.

Q. They might include part of the original contract, with some additions which it was found necessary to be done?

A. Yes.

HON. MR. MCQUESTEN: They are just stages and allocations on the work required.

MR. DOUCETT: Q. There were three extensions here, is that correct?

A. Yes.

Q. Now, we have your first, plus your original, and then your second,—.

MR. DREW: I do not want to interrupt, but that seems to be one point on which there seems to be some confusion. Mr. Doucett asked you if it was in addition to the \$90,000, and you said, Yes. Did you mean that?

A. Yes.

Q. If what you have said is correct, that these were in addition to the \$90,000, then these are extended payments over and above the original \$90,000,—is that correct?

A. Yes, that is correct in this instance.

THE CHAIRMAN: Q. For instance, that first Work Order, which you have for \$70,000, surely the \$90,000 was not expended by August?

A. No.

HON. MR. MCQUESTEN: Q. Then what about the second one?

A. The same.

MR. DOUCETT: Q. The original contract was given for \$90,000. Then I asked Mr. Noonan what the next extension was, and he said it was \$70,375.

THE CHAIRMAN: Might I suggest you put it in this way: The original con-



tract was for \$90,000. Then ask him what other work was ordered and what it cost.

MR. DOUCETT: It has been proved that there were three extensions and I am asking him what the extensions were and he has them in the different Orders.

THE CHAIRMAN: You have the question of "Extensions" so confused. The previous witness gave you the evidence on the Work Orders, and they are filed with the Committee.

MR. DOUCETT: Q. Mr. Noonan, how many extensions were there?

MR. BELANGER: I object that this is not the proper witness to be asked that question. The contract was given by the main office and the extensions were made and ordered by the main office; and this witness does not know anything about it.

MR. DOUCETT: Things have come to a pretty pass if the district engineer of this Department does not know what was going on.

MR. BELANGER: If this investigation had been conducted without things being repeated over and over,—that is the way the confusion arises.

These gentlemen understand these Work Orders as being over and above the \$90,000 original contract. As a matter of fact they are Work Orders on the previous contract and other contracts, or other extensions which were made in the main office. That is where the whole confusion comes in.

THE CHAIRMAN: All Mr. Noonan can say is what instructions he got.

MR. LAURIER: He gets a copy of the original contract.

MR. DREW: I think Mr. Doucett and Mr. Belanger are completely confused, as everybody else is.

Let us get this perfectly clear. There is no mystery about this thing. I would like to explain to Mr. Noonan, because he was not here yesterday, that the witness yesterday explained that this was a contract started for \$90,000 to do certain resurfacing and patching work. Is the explanation, then, that even before the work had begun on that original contract it had been decided to do another type of work there, which involved completely new work? And there is no argument about the fact that a very much more expensive job was done within the fiscal year concerned than the original \$90,000.

Now, let us get away from any confusion as to terms, and let us get back to the simple proposition, as I understand it. An original order was given to this contractor to go ahead and do patching and resurfacing. Now, at what point did you receive instructions of any kind in regard to any new type of job on that ten miles of Highway?

THE CHAIRMAN: I think if the Colonel conducted the Examination, we would be able to get along better.

MR. DREW: No, Mr. Doucett is doing all right. But I think the word "extension" is used in a technical sense different from what we have understood.

Q. When did you first receive instructions in regard to a new type of job on that ten miles of Highway?

A. As near as I can remember, I would say somewhere around the first part of June, 1941.

Q. In what form did those instructions come to you?

A. Oh, they were verbal.

Q. I do not want to give evidence, but just to bring you up to date with what we heard yesterday here. It was explained to us that this started as a patching and resurfacing job. And then, actually before that work had even started, it had been decided to do certain ditching and excavation and cutting, which resulted in a very much more extensive job in that ten miles than was originally contemplated?

A. Yes.

Q. The new work, the rock cutting and the ditching and excavating, and so on, was beyond the terms of the original contract. Now, my point is this: What were your first instructions that informed you that the extent of the first contract was being exceeded, and that new work was going to be done by this contractor?

A. Well, the first instructions were because the road was getting so much worse that it would not pay to confine ourselves to patching.

Q. Did that advice come from you, or did the advice come to you?

A. I think possibly the advice came from me.

Q. That is exactly what I think we have been trying to get at. What led you to advise that this contract should be extended beyond the original scope?

A. The road was going to pieces very fast, under heavy traffic; and it looked as if it was a waste of money to patch that first section of it.

Q. Yes, but the road had been going to pieces before that, hadn't it?

A. Oh, not terribly; it lasted for twenty years.

Q. When did you come to the conclusion that an ordinary patching job would be unsatisfactory?

A. Oh, somewhere in the month of May, I think.

Q. Could you estimate, roughly, what time in the month of May?

A. Possibly about the middle.

Q. I want you to be fairly sure on that.

MR. COOPER: Was it after the contract was let?

MR. DREW: If you would let me find this out.

Q. You said you knew in the middle of May that an ordinary patching job would not be suitable for a road in the condition that that road was then in,—is that right?

A. Yes.

Q. Then is it not correct that before the 19th of May, which is the day that the contract was let, you knew that an ordinary patching job would not be satisfactory?

A. Yes, possibly I did, but, as Mr. Belanger said, I am only the district engineer and had not authority to tell the head office what they should do. I can only advise.

Q. That is true, but don't they look to you for advice,—I should imagine that they should rely on you for advice in regard to a job on a road of that kind. We come to the point that, although you knew in the middle of May that a patching job would not be satisfactory, with the contract let on the 19th May for \$90,000, and it was extended by the end of the year to \$290,000,—did you make a specific recommendation to the Department that they should go beyond an ordinary patching job on this road?

A. No.

Q. Where did that start?

A. Possibly in a telephone conversation.

Q. When I said "A specific recommendation" I meant verbally or otherwise. Did the recommendation come from you, in the first instance?

A. That is pretty hard for me to remember.

Q. I do not want to press you unduly, but it does seem to me that since you are in charge of this district you would remember whether it was on your initiative that this went beyond an ordinary patching job, or whether some of the people here, who were not on the spot, determined that a larger job should be done.

MR. BELANGER: Might I suggest that this should be the question: Was he the first man who suggested it? This witness does not know who first suggested it. He cannot say who was the first one to suggest it.

MR. DREW: The interesting thing, to me, is that it is interesting to see how much more some men know about what Mr. Noonan knew.

MR. BELANGER: In May there are thirty-one days, and the first contract was let on the 19th; and he does not know whether it was before or after that contract. The question ought to be precise.

MR. DREW: Q. Have you any record of the precise date on which this matter first came up for discussion?

A. No.

Q. Have you any recollection of whether this was discussed by telephone, by letter, or otherwise, before the 19th May?

A. No, I have not.

Q. But you would stick to your original statement that you would think it was about the middle of May you came to that decision?

A. It was about the middle of May, sometime during the last half of the month.

Q. You would not question that before the 19th May you knew that an ordinary patching job would not be satisfactory, there, and in the ordinary course of events, whether it was by telephone or otherwise, wouldn't you look upon it as your duty to communicate your opinion here?

MR. COOPER: Ask him what he did do.

MR. DREW: Q. You did have a telephone conversation?

A. If I remember rightly, yes.

Q. Subject to the possibility of anybody's memory being faulty, as you remember it you did have a telephone conversation?

A. Yes.

Q. And in that telephone conversation you indicated your belief that a patching job was not satisfactory for that stretch of road?

A. Yes.

THE CHAIRMAN: Had the contract been let at that time?

A. I do not know.

MR. DREW: Q. The contracts were opened in Kingston, weren't they?

A. No.

Q. Then, Mr. Noonan, you raised the point during Mr. Doucett's examination in which you said that there was 115 miles of Highway being dealt with



at that time. Now, that being so, do you mean that construction work was being done on 115 miles of highway within your jurisdiction?

A. Oh no, patching.

Q. Were tenders called for in the case of all that patching in that 115 miles?

A. Pardon me, I did not get that question. Do you mean were tenders called for the actual work that was done on it?

Q. Yes.

A. No.

Q. Are you in a position to indicate what stretches were done without tenders?

A. Yes, the greater part of it was done by our day labour gangs.

Q. The greater part of it was done by your own day labour gangs?

A. Yes.

Q. Is it the custom for your ordinary day labour gangs to do patching of that kind?

A. Yes.

Q. Then why did you consider it necessary to set aside this ten miles for a special contract job, if that was your practice?

A. Because it was worse than the rest.

Q. It was worse than the rest?

A. Yes.

Q. I want to get at this, because you knew then, at the time that the contract was being called for, that it was worse than the rest and that it was in bad shape?

A. I think you misunderstand me. Early in the Spring it is very hard to estimate what the result of the Spring breakup will be on the road.

As Mr. Doucett can tell you, around the middle of April or the first of May a piece of road may be perfectly good, but a month later it may be full of holes; and it goes very quickly. And it would take second sight to tell what it will be like in another month.

Q. I only want to simplify the answer. You have explained now that the reason that this ten miles was done as a contract job, instead of by your own ordinary work gangs, was because it was worse than the rest?

A. Yes.

Q. So that that was already in your mind at the time that it was decided to do this special job and call for tenders? That is right, isn't it?

A. No, I would not say that.

Q. I am only trying to get why tenders were called for on this ten miles, instead of having your ordinary work gangs do the repairs. You obviously knew, when the tenders were called, that it was worse than the rest, is that not so?

HON. MR. MCQUESTEN: I think you are getting mixed.

MR. DREW: No, I think it is perfectly simple.

Q. You say that tenders were called for on this ten miles because it was worse than the rest?

A. Tenders were called for on the 115 miles.

MR. DOUCETT: There were no tenders called for on the ten miles; it was on the whole 115 miles.

MR. DREW: Q. Oh, tenders were called on the whole 115 miles?

A. Yes.

Q. Then it was not your work gangs that were doing it on the 115 miles?

A. Yes.

Q. If you called for tenders on the whole 115 miles, why didn't you give contracts on the whole 115 miles?

A. We did.

HON. MR. MCQUESTEN: That was the patching contract.

MR. DREW: Q. Let us stick to the patching job. I am only talking about the patching and resurfacing that was included in this original contract that McGinnis & O'Connor had,—that type of contract. Did you call for tenders on a similar type of job to be done on the whole 115 miles?

A. We called for patching to be done on the whole 115 miles of road.

Q. Were there tenders for the whole 115 miles?

A. Yes.

Q. And were contracts made for the whole 115 miles?

A. Yes.

Q. With private contractors?

A. With this one contractor.

Q. What contractor?

A. McGinnis & O'Connor.

MR. COOPER: And that was for the labour, or labour and material?

A. For the labour.

THE CHAIRMAN: To be paid for the work that was done?

A. Yes.

MR. DREW: Q. Then McGinnis & O'Connor got a contract for 115 miles?

A. Yes, for patching.

Q. Oh, look what patching they did on ten miles. That is good work, if you can get it. Now we are in a completely new picture. Were McGinnis & O'Connor asked to give a separate tender on this ten miles, or did they give a tender for the whole 115 miles?

A. I do not know.

Q. I would like to see the tenders for the whole 115 miles. We have been talking all along on the assumption that this was only a ten mile stretch.

A. On the original tender it was for the 115 miles.

Q. Are you sure of that?

A. Yes.

MR. DREW: I think we had better get this clear.

MR. COOPER: Mr. Millar is here.

MR. DREW: Q. Did McGinnis & O'Connor get any extension of contract on any other part except on this ten miles?

A. Yes.

Q. What was the nature of the extension on the other parts?

A. There were two small rock cuts immediately north of this ten miles.

Q. Do you know what they ran into?

A. One of them was around 26,000 yards, the other one I think was around 9,000 yards, if I remember rightly.

Q. Do you know how much a yard was paid for that?

A. Yes.

Q. How much?

A. \$1.80 a yard.

Q. Then was there any other additional work besides the original resurfacing that was given to McGinnis & O'Connor on the 105 miles not included in the ten miles we have been discussing?

A. No.

Q. Do you know what the amount of the contract for the whole 115 miles was?

A. That was the \$90,000, I believe, plus the materials.

HON. MR. MCQUESTEN: Making the \$126,000?

A. Yes, plus the engineering.

MR. DREW: I do not want to interrupt the course of the evidence, but certainly we were told quite clearly that we were dealing with the ten miles, in the evidence of Mr. Millar.

THE CHAIRMAN: That is what your question was to the Committee.

MR. DREW: We asked him how long it was, and it was he who gave us the distance.

THE CHAIRMAN: I do not see, personally, what difference it makes whether it is a mile or a thousand miles. The contract was for labour, and they were to be paid by the work done; and what work was necessary to be done would be done on that price basis.

MR. DOUCETT: No, we are entirely wrong in that.

MR. DREW: There were specific questions which led to this phase of the examination. The specific question said, "What contractors were employed by the Government on No. 15 Highway between Kingston and Seeley's Bay?" That does not include the 115 miles, does it? And you remember that Mr. Millar was asked the length of the Highway covered by it. If there is any question about this, I would like to get it cleared up. And, rather than get Mr. Noonan confused, I think we should get it cleared up now.

MR. COOPER: Q. I would like to ask a question: The original \$90,000, plus materials, plus engineering, was for patching the 115 miles?

A. Yes.



Q. There were no units mixed up in that,—that was a definite price for that stretch of road?

A. Yes.

Q. Then, later on, when it was decided to take out this rock, the \$1.80 came into the picture?

A. Yes.

HON. MR. McQUESTEN: I think if my friend had conducted the examination, there would not have been any trouble. The original question was directed to the Seeley Bay Road, and that was the reason of the confusion.

MR. DREW: The confusion does not arise out of any question here. If there has been any confusion it has been caused by the answers to the questions given by Mr. Millar. The answers relate to this work on the basis of the larger amount.

THE CHAIRMAN: That is obvious from the tenders.

MR. DOUCETT: The Kingston district takes in an awful area.

MR. COOPER: The Kingston residency, it is called.

MR. DREW: Now, I think, Mr. Chairman, that it will only take a few minutes to clear up these details with Mr. Millar, before going on to discuss this with Mr. Noonan. Because, quite obviously, we have been at cross-purposes, if this covers a wider area. What led to it originally was that the question was limited to this smaller stretch; and if what has now been explained is correct, the answers have been given on the contract for the whole area. That does not affect the original question; but it does affect the answers which have been given by Mr. Noonan.

THE CHAIRMAN: All right, you now want Mr. Millar.

(The witness, Mr. Noonan, steps aside.)

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JOHN DAVID MILLAR, recalled. Examined by MR. DREW:

Q. Mr. Millar, we have been referring to expenses on a ten mile stretch of highway. You recall that that ten miles have been constantly mentioned?

A. That is right, sir.

Q. Yesterday, when you were being examined, you divided the ten miles up and spoke of the cuts that had been made within that ten miles, and of a mile and a half which had been surfaced, and of the fact that the remainder was still to be surfaced?

A. A mile and a half had been already surfaced; seven and a half miles has not all been completed.

Q. You have been dealing with ten miles.

A. The original contract was for ten miles.

Q. You have just said the original contract was for ten miles?

A. That was the approximate mileage that was taken in our certificates. We called it Kingston to Joyceville.

Q. Where are your records which show the area that was covered by this original contract which was estimated at \$90,000?

A. The original contract was a price for patching on the whole division; that was laying penetration macadam on any type of road on that division. And this particular section was taken, from Kingston to Joyceville, to start. We covered approximately from Barriefield to a point about fourteen miles to the one cut which was recently completed last year which was at a point fourteen miles beyond.

Q. You have been giving us figures in regard to work that was done, in addition to the original patching and resurfacing. What area does that cover, or what distance of road does that cover?

A. There were two sections. The first extension, the decision to do the rock cutting, was within the ten miles. The additional work, in addition to the original contract for penetration macadam pavement —

HON. MR. MCQUESTEN: That has not anything to do with the amounts?

A. No sir, the additional work was within the limits of approximately ten miles from Kingston to Joyceville. The second extension, or the third block of the work —

MR. MCQUESTEN: You use the word "extension"?

A. (Continued) included additional work within that ten miles, with two or three cuts beyond that point.

MR. DREW: Q. How far were the cuts beyond that point?

A. The extreme one would be approximately four miles. That is the one I showed you on the photographs a few moments ago.

Q. Yes. Now, you have gone a distance of fourteen miles?

A. There has been some work done on the additional four miles of length.

Q. And you are prepared to pave that ten miles, is that it?

A. I cannot answer that question.

Q. Is not that the type of work you have done now?

A. That is a base course. We have paved a base course just beyond the ten miles.

Q. How much of the rest of the 115 miles will require a pavement?

A. At the time it broke up in 1941, we patched what we could with our own forces, and then we were compelled to call for contracts on what could not be handled by our own staff. It is all in the same condition it was in in 1941, plus the patching which we have done with our own forces. How long it will stand, I cannot say.

Q. You say you called for contracts for what you could not do yourself. Are you referring now to this particular contract?

A. We called for prices to do the patching work necessary, by one contract in the Kingston division. Outside of that there were several bits, of which the one of McGinnis & O'Connor was for Kingston north,—that is one for the patching.

Q. This paving which you are doing within this ten miles might be extended some distance, might it?

A. That is right sir. The original contract called for doing patching anywhere within the division, of which 115 miles were in bad shape.

Q. Then, following the same practice you have been adopting here, what area might call for paving,—always subject, of course, to the fact that it would have to be authorized by the Department. But, to carry the same practice through, how much might have to be paved there, roughly?

A. If conditions had warranted it, it might have been necessary to have paved the whole 115 miles.

Q. Then does not the situation simply resolve itself into this, that McGinnis & O'Connor, having gone in on a \$90,000 patching contract, are in a position to get a contract on the 115 miles?

A. That is so, sir, if the Department so orders. We have only ordered as to the first fourteen miles.

Q. This is not any extension to the \$392,000 which has been spent already, but the extension might carry on over the 115 miles?

HON. MR. MCQUESTEN: Is this a paving price or a patching price?

A. A patching price.

MR. DREW: Q. The \$382,000?

A. No, the original contract.

Q. Oh, the original price was only the key which let them into the door. You are not suggesting that the \$382,000 has been paid on a patching job, are you?

A. No.

Q. The main part of the \$382,000 has been paid on the construction job?

A. On the improvement of the grading.

Q. And if the funds were available, and if the Department authorized it, it would be desirable, from an engineering point of view, to extend that construction work throughout the whole 115 miles,—is not that right?

A. I would not say so, sir. The patching was necessary. But the conditions on the balance of the mileage was not such as would require the undergrade drainage and realignment which was done on this job.

Q. How much of the rest of it should be paved?

A. Nearly all that 115 miles were roads in commission which had been laid for eighteen to twenty years; and you cannot tell from year to year whether they will stand up, or whether they will break.

We try to patch them and to hold them, as best we can. They may last five years or for ten years; but they may break up to-morrow.

MR. COOPER: Q. Or they may never be relaid?

A. That is right, sir.

MR. DREW: In any event, I think you will go as far as this, that the road having been down for twenty years, of this type, that, as the funds became available, there is more paving that should be done in that 115 miles?

A. That is right, sir.

MR. DREW: That is all, thank you.

MR. DOUCETT: Mr. Millar, just a moment.

THE CHAIRMAN: I hope you are not going to start threshing over old straw?

MR. DOUCETT: It will be time to say something, when I do.

Q. You have said that the contract was let for patching?

A. Yes.

Q. Over a mileage, approximately of 115 miles?

A. Based on the requirements of the 115 miles.



Q. Yes, because some of that road would not need it?

A. That is right.

Q. But those same prices which were over a distance of a hundred miles, were applied on a short piece of ten on construction, is that right?

A. Yes. Our instructions to the contractor were that they should patch where we ordered. And we might order a mile stretch or a ten mile stretch.

Q. You let a contract for patching on which a contractor might have to travel a hundred miles, and yet, coming back to his own door on a construction job, you give him the same price, is not that right?

A. That is not referring to the patching job.

Q. The prices on the patching job were paid on the ten miles in question?

A. Yes, we considered it very reasonable for patching anywhere in the Kingston division.

MR. COOPER: And that was done wherever the work is needed?

A. Yes.

MR. DREW: I realize you can authorize the expenditure of the money, but isn't it quite obvious, on the basis of what has already been spent, that if the paving were required, it might run into millions?

HON. MR. MCQUESTEN: This is not a paving contract at all.

MR. DREW: Was this a paving job or not, Mr. Millar?

A. I believe the question came up yesterday as to where we make our division between construction and maintenance; and as I endeavour to explain a pavement can be a combination of two types. It can be a fixed slab capable of carrying traffic over a weak subgrade, or it can be a stiffer subgrade with a slab of pavement on top of it. Either one can be called a pavement.

Under the conditions found in the early part of 1941, we thought it only required to restore the road to its original condition to have a patching, not a paving job. But, on account of conditions of the road underneath and of traffic, that would not be enough; and it called for the other additional work.

MR. COOPER: All right, Mr. Millar.

WILLIAM FLEMING NOONAN, recalled.

MR. DREW: Q. Now, Mr. Noonan, we have it very clearly that the contract for patching and resurfacing originally covered 115 miles, and that then

it was decided to do the construction work on this shorter stretch, and we have been told that there was the ten miles in which the work was done, with two additional cuts outside that ten miles for an additional four miles. Are there other stretches which are in a similar condition and which require similar work within that 115 miles?

A. Yes, I would say there are.

Q. Could you give us a rough estimate of the extent of those?

MR. BELANGER: I object to that, Mr. Chairman.

MR. DREW: I do not see where the Chairman is on that.

THE CHAIRMAN: I do not see what the Committee can do about what may be necessary to do on this road in ten years from now.

MR. DREW: We have now found out that, instead of this original contract being for ten miles it was for 115 miles, and that the key to the treasury house in this case was a \$90,000 contract for resurfacing. Having got inside the door, and in fact even before he was inside the door, it was made a much more valuable contract by authorizing these contractors, who had bid on something else, to do a construction job.

HON. MR. MCQUESTEN: It was not a construction job. It was in the patching contract.

MR. DREW: I am not confused. The thing was made perfectly clear that before this contractor had even started his patching it had been decided that they were going to do a construction job on that ten-mile stretch. Is not that correct, Mr. Noonan?

A. I believe so.

Q. So that, before he had started work on the patching job, it had already been decided to go ahead on the construction job which has already run close to \$400,000. It is relevant to this inquiry to know whether this is to go on over the 115 miles, because it might run into millions of dollars.

THE CHAIRMAN: This witness cannot say about that.

MR. DREW: This witness has already said that there are other places which require this work?

THE CHAIRMAN: I might say that there are stretches of road in my own constituency which require work.

MR. DREW: You can take that up with Mr. McQuesten.

Q. Then, Mr. Noonan, let me put it this way: McGinnis & O'Connor originally got a surfacing contract for 115 miles, a contract which was to cover the resurfacing of the 115 miles.

MR. COOPER: Patching.

MR. DREW: I am sorry, patching?

A. Yes.

Q. By great good luck they find they are the lucky people, so far as a construction job is concerned. Do you know at what point they are going to be stopped on construction work without further tender?

A. I presume they are stopped now.

Q. We were told the other day that they are still going on,—aren't they?

A. No.

Q. When did they stop?

A. About the 1st of December, 1942.

Q. Have they finished all the work they are going to do?

A. I have no knowledge.

MR. COOPER: Q. You have had no instructions to extend?

A. No, I have not.

MR. DREW: Q. So that you do not know whether they are going on any further or not?

A. No.

Q. Evidence of course was given here that they were still going on?

HON. MR. MCQUESTEN: Oh, no.

MR. COOPER: I know one of the other witnesses said definitely that the work was stopped last December.

MR. DREW: The work is not finished on that ten-mile stretch.

HON. MR. MCQUESTEN: He means that the Highway is not perfect?

A. No, it is not perfect.

MR. DREW: Q. Wouldn't you expect that there would be other work done this year on that ten miles?

A. No.

Q. I do not ask you to say anything beyond your own instructions. You

cannot express any opinion as to whether this might be extended elsewhere or not, in the 115 miles?

A. No.

MR. DOUCETT: Q. Mr. Noonan, how much stone was put in this new rock cut for cushioning,—or the new alignment,—that is, crushed stone?

A. I cannot tell you.

Q. What would you say as to the ditches and shoulders. Are they finished for drainage?

A. Yes.

Q. The ditches are completed, are they?

A. Yes, there are some places where, owing to the shape of the cross-section of the road we could not make them perfect,—we could not bring them to the proper cross-section, but that is a very small proportion of the job. In most places they are finished to the standard.

Q. What would you say as to the prices of stone used on this job over 115 miles of road for penetration?

A. I would say it is a fair price.

Q. You say that the contractor could take it to Smith's Falls just as easily as on this ten miles?

A. I do not say that.

MR. DOUCETT: Mr. Chairman, the original contract was made for any place on the 115 miles, at a price of \$2.00 per ton. Then you turn and give a construction job on this ten miles, and he gets the \$2.00 for that. In other words it is possible that he would have to draw his stone much farther.

THE WITNESS: No.

Q. You think he could patch just as cheaply as to throw it on the road?

A. No, if he was doing work in the vicinity of Smith's Falls, he would get his stone up there.

Q. Would the work be sufficient to open a quarry up there?

A. Yes, as you know, that is a rock country, and you can find a quarry anywhere.

Q. We were told yesterday that, due to the low price of this contract, of \$90,000, that is why the price per unit was a little higher, and why they did not think they could get a lower rate.



THE CHAIRMAN: What is that again?

MR. DOUCETT: I said, due to the contract being only \$90,000, they considered the unit price was quite fair. Now, I do not think, myself,—of course I am asking Mr. Noonan if he thinks the price is fair on a construction job, compared with a patching job. This was first let for a patching job, and the patching job was more or less abandoned, and a piece of construction taken.

THE WITNESS: Under the conditions I have mentioned, I think the price is fair on either one of them.

Q. Would you not think it would cost more money for patching over a greater distance,—100 miles is a long piece?

A. Yes, but you would not haul your rock a hundred miles.

Q. If you were patching, you could not open a quarry every ten miles, anyway?

A. The usual limits of hauling is about thirty miles.

Q. All right, they might haul this stone for thirty miles.

AN HON. MEMBER: They have to take the long with the short.

MR. DOUCETT: In order to get a reasonable amount of stone to open a quarry, he would have to draw it approximately thirty miles, do you say?

A. Yes, that would be fair.

Q. In this case he would only have to draw it five miles, if the quarry was at the centre of the job; and if it was at the end he would have to draw it ten miles. What would you say to my last question, Mr. Noonan?

THE CHAIRMAN: Would you put the question?

MR. DOUCETT: Q. I was asking if you did not think that the price of stone on a long haul should be higher than on a short one?

A. Certainly.

MR. COOPER: Q. Mr. Noonan, I think you have told us that you have been with this Department some twenty odd years?

A. Yes.

Q. I think Mr. Doucett agreed that you have been abundantly fair in your answers here. Do I understand that you, at some time or other prior to this contract having been made, drew the attention of the Department to the condition of the road?

A. Yes, that is right.

Q. And it was your opinion that something should be done?

A. That is correct.

Q. Now, is it not also correct that there were some unusual circumstances there, on account of the Barriefield Military Camp, that there was unusually heavy traffic over this Highway?

A. Yes.

Q. When did that happen?

A. It increased progressively there. In the Spring of 1941 it seemed to get much worse.

Q. And, after this patching job had been awarded, is it not so that traffic continued to get worse?

A. That is correct.

Q. And is it not also so that when this patching job started, you found frequently problems had to be contended with?

A. That is right.

Q. And, as a result of that, is it your opinion that it was necessary or advisable, or good business, to take out this rock?

A. Yes.

Q. And do you think that \$1.80 a cubic yard is a fair and reasonable price for the rock work?

A. Yes, I do.

Q. And do you think \$2.00 a ton is a fair and reasonable price for the crushed rock?

A. Yes, it is.

MR. ARMSTRONG: May I ask one question?

Q. I think what the ordinary members of this Committee would like to know is this: Was the job well done?

A. Yes.

Q. And did we get value for our money?

A. Yes.

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W. G. CLARK, sworn. Examined by MR. DOUCETT:

Q. Mr. Clarke, were you Inspector on the Kingston-Seeley Bay job, which we have under discussion?

A. I was.

Q. What experience have you had in that work?

A. Oh, a matter of seven or eight years.

Q. With the Department of Highways?

A. The biggest part with the Department.

Q. Did you have any other former experience?

A. Not with the Department of Highways. I was inspector for a company that bonded all the highway jobs for five years.

Q. So that you have had a varied experience. Were you in charge of the crushed rock on this road?

A. No, I was not.

Q. What would you say as to the ditches on this road,—are they a finished job?

MR. COOPER: Q. First of all, what was your job?

A. Paving Inspector.

Q. What were your duties as that paving inspector?

A. My duties were to inspect the construction of the grade, and when it came to the first course of rock, I handed that over to Bill Waller.

MR. DOUCETT: Q. You were acting in the interests of the Department of Highways?

A. Yes.

Q. To see that the proper quantities —.

A. To see that the work was carried out according to Mr. Noonan's instructions.

Q. What is the width of this penetrated surface?

A. The width of the first course of the finished road?

Q. Yes.

A. Twenty feet.

Q. There was a new alignment on this road, in which there was quite a deep rock cut,—is that right?

A. Yes.

Q. What would the distance of this new alignment be?

A. The distance cut, or the cut?

Q. Of the new alignment?

A. Approximately a mile.

Q. Could you tell us how many yards of stone were taken out of this rock cut, approximately?

A. No. I made a theoretical estimate for Mr. Foster. Mr. Foster will answer that question. I know, approximately, but I do not know definitely.

Q. What is the depth of that cut, can you give us that roughly?

A. It sloped from zero up to thirty some odd feet.

MR. COOPER: Q. What is the average, Mr. Clarke?

A. I do not know. I cannot give you an answer on that. In my own mind I would say it would be pretty close to a twelve foot cut.

Q. Would Mr. Foster know that?

A. Mr. Foster would know, exactly.

MR. DOUCETT: Could you give us an estimate on that?

HON. MR. McQUESTEN: Mr. Millar said twelve feet, approximately.

MR. DOUCETT: Were you on the job when this crushed rock was put on the alignment or through the cut?

A. Yes.

Q. Do you know how much rock was used there for cushioning?

A. I only know approximately again; I would say around 10,000 tons.

MR. BELANGER: Mr. Chairman, can anybody else give us the facts?

THE WITNESS: No, I cannot. It was not in my jurisdiction.

MR. BELANGER: It was not within your jurisdiction?

THE WITNESS: Mr. Foster could answer that question more fully.

MR. DOUCETT: Q. You did inspect the laying of this stone?

A. Yes.

Q. And there was approximately 10,000 tons, you think?

A. Approximately, yes.

Q. Now, how much of this road has the first lift on it, Mr. Clarke?

A. Well, when I left, the road had about five and a half miles of the first lift. Five and a half miles of the first lift was penetration proof.

Q. And how much of the second, or finished lift? When I say that, pardon me, Mr. Clarke for a moment. I understand that there was a second lift, and then a sealed coat. So, how much had the second lift and the sealed coat?

A. Approximately a mile and a half; close to a mile and a half.

Q. Can you tell us how much of the road did not have any of the first lift on?

A. From Kingston Mills to the Joyceville cut had none on. The Joyceville cut had considerable.

Q. Could you give us the answer in the approximate mileage?

A. From Kingston Junction out to Joyceville was about five miles.

MR. COOPER: Q. You say "When I left"—when did you leave?

A. I left in July, 1942.

MR. DOUCETT: The other inspector would finish it.

Q. You left in July, 1942?

A. Yes.

Q. Was the ditching done during that time?

A. Not completed.

Q. Well, was the north end done,—the northeast end, we will call it?

A. In the large rock cut?

Q. No, the rock that was taken out for the ditch.

A. No, that was not completed.



Q. Well, were you present when the ditch was put in where the shell rock was?

A. Yes, I was there from the start of the contract until July, 1942.

Q. How was this rock taken out,—the shale, or whatever you want to call it?

A. It was all solid, and it was taken out with a gas shovel.

Q. Was there any dynamite used in it?

A. No, because in Barriefield Village we had to feather it, and daren't use dynamite at all, on account of the houses.

Q. Was there any other method used, or did the shovel lift it?

A. In some places they used a jack-hammer and broke it up.

Q. Was it solid enough rock to use feather and wedge?

A. Only where it was necessary to use the jack-hammer in place of dynamite, because of the houses. It was not the rock that necessitated that.

MR. COOPER: Q. The fact is that instructions came through from Toronto not to use dynamite through Barriefield?

A. I do not know what instructions came through.

Q. But they had to use dynamite outside?

A. Yes sir.

MR. DOUCETT: Q. It is not the practice of the Department, is it, to instruct them to use dynamite,—on any job that you were on, did you ever have instructions to see that the contractor did not use dynamite?

A. No.

HON. MR. MCQUESTEN: The Deputy Minister gave evidence on all that, and said why it was not to be used.

MR. DOUCETT: Q. How much rock was taken out with the gasoline shovel without dynamite and without a feather and wedge?

A. Everything else from the Village of Barriefield, five miles up the road.

Q. Could you make an approximate estimate?

A. Not without the books of progress estimates.

Q. Would you say that the greater quantity was taken out in that way?

THE CHAIRMAN: With the feather?

MR. DOUCETT: With the gasoline shovel.

A. From Barriefield down to the station 20 some odd, the shovel was used without dynamite.

Q. Or without any other assistance, or with what other assistance?

A. No other assistance other than the shovel.

Q. What proportion would that be, which was taken out in the village of Barriefield with feather and wedge?

A. A very large proportion.

Q. You could not give us any estimate of that, could you?

A. No, I could not.

Q. I understand there was a lot of rock taken out in this way?

A. Yes.

Q. You do not know anything about prices, or do you?

A. No, I do not. I was only interested in the inspection.

Q. Then the majority of the ditch rock was taken out with a shovel without other assistance?

A. No. The actual ditches were only three feet ditches, and most of that was taken out by a compressor and feathering. You are talking about the road. In many cases along that stretch, if you will go over the record with Mr. Foster, you will find that we had to take out the subgrade to get down so as to get a good bottom; and it was used with a shovel. It was in most cases but a few inches, and they would put the teeth of the shovel under it and it would lift it.

Q. Without dynamite?

A. Yes.

Q. In other words, it is a good deal of shale?

A. No, it was rotten limestone.

MR. MCQUESTEN: We have had the residency engineer on this job, quite competent to give this evidence, and could have supplied all the figures. He was almost daily there.

My honourable friend does not ask the Deputy Minister any of these questions, but he asks a man who is not qualified and was not on the job continuously,

and who is not in a position to give a complete answer. I submit that is not a reasonable way to ask these questions.

MR. DOUCETT: I asked the Deputy Minister that the other day. We can bring the engineer back and ask him these questions.

HON. MR. MCQUESTEN: This man is not qualified to answer these questions.

MR. DOUCETT: Q. How much of the rock, while you were there, was limestone, that was taken out of the ditches?

A. I cannot answer that completely; but I would say everything up to —.

Q. I understand a portion of the stone was other than limestone?

A. Oh yes, granite and trap.

Q. What do you mean by "trap"?

A. Trap is about the hardest rock we can find in that district.

Q. That evidence was given us by the Deputy Minister the other day, and he gave us the amounts.

MR. FROST: Q. Apparently there was a realignment of this road for about a mile; and, as I understood from what was said, that cut varied from zero to thirty odd feet.

THE CHAIRMAN: Pardon me, but the witness is here who can give the details.

MR. FROST: Q. You were the inspector on this job?

A. Yes.

Q. And you inspected what,—the crushed rock?

A. No. Waller was the rock inspector.

Q. As regards the then cut,—you inspected this cut which was made for that place or distance of one mile?

A. I was transferred to instrument to level on that particular job.

Q. Would the rock that was taken out there be used for crushed rock?

A. It was used for fill in the blasted form.

Q. It would not be taken and used as crushed rock?

A. No.

Q. Where was the crushed rock got?

A. At the quarry at Joyceville.

Q. This was used for fill purposes?

A. Yes.

Q. Do you know about the price that was paid for it?

HON. MR. MCQUESTEN: No, no.

MR. FROST: He is an engineer of seven or eight years experience.

HON. MR. MCQUESTEN: No, he was an insurance agent.

THE WITNESS: No, I was not an insurance agent. I had more experience on highway work than a lot of other men.

MR. DOUCETT: There was evidence given here the other day regarding heavy traffic. I understand that this road carried fairly heavy traffic?

A. It carried very heavy traffic for an hour in the morning and an hour in the afternoon.

Q. What was the system of traffic control?

A. Construction on one side of the road and traffic on the other.

Q. How many men would be employed on this traffic control?

A. I do not know.

Q. I am talking about at one time?

A. The only time when anybody was controlling traffic on that road was when there were prisoners being moved to Kingston. That is the only time I ever saw any guard on that road.

MR. DOUCETT: I think that is all.

MR. COOPER: All right, thank you, Mr. Clarke.

MR. FOSTER.

JOHN DAVID FOSTER, sworn. Examined by MR. DOUCETT:

Q. Mr. Foster, I understand you were an Inspector for the Department of Highways?

A. No, I am not. I am known as an instrument man in charge of construction.

Q. What were your duties on the Kingston-Seeley Bay job?

A. Under Mr. Noonan, the Divisional Engineer, I was in charge of the construction for the Department.

Q. In charge of construction?

A. Yes.

Q. How many years of experience have you had in this work?

A. Sixteen.

Q. Are you still in the employ of the Department of Highways?

A. Yes.

Q. You heard me ask Mr. Clarke as to the method of removing the stone from the ditches on this road?

A. Well, there is a little confusion there.

MR. COOPER: I would say he must have good ears, if he heard anything.

THE WITNESS: Did you say ditches?

MR. DOUCETT: Q. There was a lot of shale rock.

A. No. There was a certain amount of shale rock. The Kingston rock is not shale rock. There is an over-burden of probably three feet deep. I would not go so far as to say that the beautiful buildings in Kingston were built out of shale rock.

Q. Was there any of this stone removed with a gasoline shovel that it was not necessary to dynamite first?

A. There was stone removed without dynamite, in cuts on the road in order to let the traffic proceed.

Q. On this new alignment which we have under discussion, I asked Mr. Clarke how much crushed rock was used there for cushioning and he stated that you would be able to answer that question.

A. I might be able to give you an approximate idea although we have no definite record. I think there might have been somewhere around 8,000 tons. I mean we issue weigh tickets, but the allocation of the stone there is no exact record of the allocation between such and such a station.

I am estimating from the fact that I was on the job there every day.

Q. There would be approximately 8,000 tons go in for cushioning?

A. Yes. Would you like me to go a little further into that?

HON. MR. MCQUESTEN: No, let him ask the questions.



MR. COOPER: Let the witness explain his answer.

Q. What were you going to explain?

A. I was going to explain that there is one point, when you say "crushed rock" that went into the diversion.

MR. DOUCETT: Q. I said the new alignment, which is the diversion of course.

A. You mean the big cut at the far end?

Q. I mean the new alignment, of approximately a mile or nine-tenths of a mile, as given by the Deputy Minister?

A. It was done in the winter-time. All the heavy construction and grading was done in the winter.

Q. In the winter of 1941?

A. In the winter of 1941-42.

Q. Did you say it was the winter of 1942?

A. The winter of 1941-1942.

Q. All right, Mr. Foster.

THE WITNESS: The rock was removed from this big cut and used to make fill. And later it was deemed advisable to open up this diversion and pave it, and in order to do that there had to be a sub-base put down.

As often happens, when there is work, the policy of the Department is usually to leave that work to settle for it may be a year or two; with the depth of fill it sometimes settles, it is deemed necessary in order to get a very stable base, that the fill be allowed to settle for a couple of years. But it seems that in this diversion it was the policy of the Department to open it up, and it was obviously an improvement in the road; and it was to be paved.

It was necessary to take whatever rock was taken out and use it for fill and grading.

Q. That is the rock out of the cut?

A. Yes.

Q. And there was some settlement; I suppose, in places, a foot or a foot and a half. It was a very close grade, of course, the cut being solid rock. But that whole stretch was sub-faced with this crushed rock prior to paving.

When I say 8,000 tons, I am not definite, but I am trying to be approximate on it and give you a picture of the state of the work, you see.

We had this fill, which had settled slightly, and through the cut we had all that to bring up to grade, prior to paving.

Q. You were on this job until it was discontinued?

A. Yes.

Q. What is the distance covered with the first lift?

A. There is ten miles of base course in one continuous stretch.

Q. That is the full job?

A. Ten miles.

Q. That is the full job, is it not?

A. No, no. There is a mile beyond that in two courses. There is a cut ten stations long in this part that you have just been talking about; making a total of eleven miles of base.

Q. What is the total distance from the starting point to the finish of this contract, in your estimate,—it is, I understand, about eleven miles?

A. Station zero is mileage zero, and the last work that was done, of which we have been speaking, it is mile 14.5.

Q. We are a little confused there. We have been talking about ten miles?

A. There is a ten-mile continuous job, and there is a bit in between; and between the ten miles and this cut there is a stretch of road which has not been touched at all.

Q. So that you have the first lift on ten miles?

A. Yes.

Q. How much of the road is finished, with the second, and sealed?

A. A mile and a half. 82 and one-half stations, exactly.

MR. DREW: Q. Just one point. Is the rest of that road ready to be finished up?

A. On the ten miles?

Q. Yes.

A. Well, we considered it finished. There is a piece that at some later date might have some further work. But we considered that ten miles finished.

MR. DOUCETT: Q. Are you an Ontario Land Surveyor?

A. No sir, I am not.

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THE CHAIRMAN: Shall we adjourn until 10.30 on Monday? Is that satisfactory?

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MR. DREW: All right.

At 1.10 p.m., the Committee adjourned until Monday, April 5th, at 10.30 a.m.

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### SIXTH SITTING

Parliament Buildings, Toronto,  
April 5th, 1943, 10.30 a.m.

MR. HAGEY, Chairman of the Committee.

THE CHAIRMAN: Mr. McAllister is here, and I think we might finish with him.

MR. COOPER: Mr. MacDougall is here. He was asked for the names of the owners of certain cars. We might take him.

MR. DREW: Yes.

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F. A. MACDOUGALL, recalled:

THE WITNESS: You asked for a list of the cars?

MR. DREW: Yes. (Produced.)

Q. What are these which are marked "R" in bracket.

A. They are the reforestation ones; and the ones for southern Ontario, to distinguish them.

MR. DREW: This will be Exhibit No. 6.

EXHIBIT No. 6: Car mileages, Lands and Forests, for fiscal year ended March 31st, 1942.

Q. I notice that apparently few of your cars have run over 20,000 miles,—in fact I think only one. What is the nature of the service being performed by the men who were in these higher mileage categories?

A. Largely in control of large districts, and inspection and supervising large fires.

Q. Would they be continuously on the move?

A. Yes; they spend about half the time in the offices, and half of the time in the field.

In the winter time they would have all these bush roads to travel, to supervise scaling, in addition to the highways.

Some of the larger ones in the regional forests would have several districts. Where they have smaller areas than before. This list being in the spring of 1941, the stuff was not kept as mileage cars until some time in the middle of the year.

MR. COOPER: Have you another copy of this statement?

A. We have one. (Produced.)

AN HON. MEMBER: Mr. Chairman, I wonder if you can let us in on what is going on?

THE CHAIRMAN: Mr. MacDougall has just produced a statement of the mileage cars.

MR. COOPER: Q. I see, Mr. MacDougall, the highest mileage, apparently, was by a man by the name of H. W. Crosby.

A. He was appointed originally as a forester, and he had three Ontario districts besides including his own; and he was also making a survey for the Land Administration.

Q. So that this man really had three districts?

A. Three districts plus a Land Administration.

MR. DREW: I have no further questions for Mr. MacDougall.

MR. COOPER: All right, Mr. MacDougall.

(The witness retires.)

THE CHAIRMAN: Mr. McAllister.

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R. A. McALLISTER, recalled.

THE CHAIRMAN: I believe Mr. McAllister has completed the chart, with the two Departments that were not included in the other one.

MR. DREW: Q. What is this you have before you?

A. This is a statement to take the place of the statement which I submitted

on the last day I was here. That statement did not include the cost of operating the cars in the Agricultural and Health Departments.

The question asked as to the cost of operating the cars purchased in the fiscal year 1941-1942 is given and also the operational cost of all cars in that year. I have included in here the total cost of all cars for that year.

I was asked to give the gross price and the total credits for trade-in cars, and I have included that in this statement.

MR. DREW: Then this will be Exhibit No. 7, will it?

WHE WITNESS: I think it will take the place of Exhibit No. 1.

THE CHAIRMAN: Or make it part of Exhibit No. 1, as Exhibit 1-A.

EXHIBIT No. 1-A: Supplemental statement.

MR. DREW: Q. You have all the Departments now, have you?

A. Yes. You mean the operational cost of the Departmental cars? Yes, except that the Agricultural are not segregated as the others are, for the cost of the cars purchased within that year.

Q. So that, according to this statement, in the fiscal year under consideration cars were bought at a gross cost of \$167,388.97?

A. That is right.

Q. And there was a credit allowance of \$57,377.96, making a net purchase price of cars for the Department during that fiscal year of \$110,011.01?

A. That is right.

Q. Having regard to the way in which this was handled, that actually is a gross expenditure for the year, is it not, of \$110,011.01?

A. Yes, that is the net expenditure for the year.

Q. That is not shown as a capital payment, is it?

A. No, I do not think so. I do not know how that is handled in the accounts. I imagine it would be an operating cost.

Q. From the way you handle it, it is an operating cost, so that in arriving at the operating cost of the cars, that would add to the figures we already have \$110,011.01, wouldn't it?

A. What other figures?

Q. We have the mileage rental and operating cost of owned cars, and this is really a separate cost for the year, isn't it?



A. I am not sure how they handle it. I would imagine that the first cars might be considered capital, and the others replacement.

Q. We can check that up otherwise. You do not know, yourself, how that is handled?

A. No.

Q. In your own Department you did not actually buy any cars,—you did not operate any cars belonging to your Department?

A. No.

Q. So that you cannot give us very much information in regard to the details of it?

A. No.

MR. DREW: All right.

MR. COOPER: Q. I notice that while the net purchase price was \$110,000 in round figures, that slightly over \$90,000 of that was taken up by the Attorney-General's Department?

A. That is true.

Q. Which leaves all the other Departments combined in the neighbourhood of \$20,000, in round figures?

A. Yes.

MR. DREW: Q. There is some other information you were to get, wasn't there?

A. No, I think the other Departments' representatives were to give the other information.

Q. You have nothing to do with the garage, have you?

A. No.

(Mr. McAllister retired.)

MR. DREW: Is the Deputy from the Provincial Treasurer's Department here now?

MR. COOPER: Mr. Millar is here, with the information about the cars which you picked out and wanted further information about.

MR. DREW: Oh, all right.

JOHN DAVID MILLAR, recalled.

MR. DREW: Q. Mr. Miller, have you the information now in regard to the cars which we asked for?

A. Yes, sir.

The first return, asked for, I believe, by Mr. Doucett, was a breakdown of the car mileage by divisions.

THE CHAIRMAN: Order, please, so that we can hear the witnesses.

(Witness continuing): This is a compilation of the previous list which was presented as an Exhibit, showing the details by each division branch and head office in Toronto.

I might add a word in explanation, sir, of that previous list. That was drawn up in a very great hurry, sir, and the question you mentioned the other day as to why one mileage should run 13,000, and the total cost of around \$2,000; and another mileage of 23,000, with approximately the same amount. I discovered in regard to one of these names that it was a clerical error, the one that was \$2,000 should be around \$900.

I might say, in explanation of that, that our records are not kept in a form to answer the question as to the details of mileage. Our accounting system calls for keeping mileages, but since the rates vary, it has only a total at the end of the month for each man. Some of them were paid eight cents and some as low as five cents. Therefore it was necessary to take an estimate of a man's total mileage; and if he was in Ontario, it was thought that he had driven 7,000 at the higher rate. And in that case there was a clerical error in regard to Mr. Kitson as to that.

Q. I was struck by the difference in that case. Do you know how the error arose as to taking those figures off?

A. I cannot say. It must have been a mistake as to the book, by which the man had taken the wrong book and taken the figures off for Mr. Kitson.

EXHIBIT No. 7: Mileages and train travel for listed members of the Highways Department.

MR. DREW: Q. Mr. Millar, isn't it rather noticeable that a very high percentage of this total mileage is in the area where there are permanent surfaces on the roads?

A. The actual mileage driven, sir, would be about equal. We have ten divisions in the south and ten in the north. Of course all the headquarters' cars going from Toronto would be driven in the southern part of the Province.

The property man, for instance, may be going into northern Ontario, but the bulk of their driving is in southern Ontario.

I might add, sir, approximately sixty per cent, if I recall the figures, is paid in southern Ontario, and only about twenty per cent is paid in northern Ontario.

Q. Have you any idea of the division of the mileage as between hard surface highways and the other type of roads?

A. That would be the division on the King's Highways, sir? Of course those mileages are driven by men in the Municipal Branch, who drive largely on County and other Municipal roads.

MR. DOUCETT: Q. What would be the difference between the King's Highways, and your Municipal Department?

A. For this purpose there is none. This mileage is driven on King's Highways and all the township roads.

Q. Have you any idea of the division in cost for supervision or inspection?

A. On account of the construction, the King's Highways would require considerably more supervision than the Municipal roads. There are men on the Municipal roads in an advisory capacity, whereas on the King's Highways the instrument men and the district engineers are in charge.

Q. So that in the southern counties the King's Highways would take more supervision and driving than the other roads?

A. From our staff, yes. Of course in the townships, each township has its own township engineer and each county has its own county engineer, which, of course, is not included here.

MR. DREW: Q. Is it actually so, that the greater expenditure on this car mileage is devoted to the inspection of the paved King's Highways?

A. No, sir.

Q. Do you know the proportion that would be, roughly?

A. I could not even begin to say roughly what the proportion is. As you notice that list includes the Division Engineers staff, the Motors' Vehicles staff which are checking trucks, and the gasoline staff, which travels all parts of the Province.

In Northern Ontario the Engineer's Department also supervise the work on the municipal roads in the area; and it is all lumped together in these figures; but the larger part, undoubtedly, is on the King's Highways, sir.

Q. What system of checking have you in connection with these items? In your records, do you know what car the driver owns as of the first of the fiscal year?

A. Yes, sir.

Q. How is that shown?

A. If you will take an example, I have, out of the thirteen names asked for, complete details of their books here.

Q. Take any one of them.

A. At the head of the list, is Mr. L. A. Boucher, of Huntsville. He is shown with a total for the year of 24,000 miles. These are his complete motor vehicle books rendered to the Department, usually every two weeks. At the start of that is the car which he holds under agreement, sir. That is the question which was raised the other day, and I have before me a formal car agreement drawn between the Department of Highways and the owner. This particular one which I have brought here happens to be my own, which I signed with the Minister of Highways or his representative.

That, you notice, calls for the insurance being carried on the car, and the rates, which may be varied from time to time as the Order-in-Council directs.

At the start of the fiscal year, on the 1st of April, this man had driven a certain mileage within the two weeks period. Each individual day is listed. On the first of April is given his speedometer reading at the start of the day; there are also shown the details of the points which he visited, and the speedometer reading at the end.

At the end is the total mileage which he had driven for that day.

If he had driven in northern Ontario it would show the mileage with the rate. Those are all compiled, and his expenses on the blank. The total costs there for the day are all shown in this blank under the corresponding rates. Those are totalled for the two weeks. And become one item for the two weeks' expense account. That is what caused the clerk the difficulty in getting those lists of expenses as against mileage. We keep a record of mileage, with greater attention to the mileage driven than to the expenses.

Now, these other items of railway and bus fares, taxis, and hotel bills and meals, his grand total is shown at the bottom.

From that amount, the one cent per mile is held back by the Department, which is retained. The one cent a mile is deducted from the expense account. One cheque is issued.

MR. DOUCETT: What is done with that one cent a mile deduction?

A. That is held by the Department until the man is getting a new car.

Q. I notice it says here that if it is under \$100 it will be returned to the man; but if it is over that amount the Department keeps it?

A. Yes.

Q. So that, if he drove, say, 20,000 miles a year for three years they would have \$600 on deposit there?

A. Yes, and that money is owned by the man owning the car, but it is kept in trust by the Department.

MR. COOPER: So that he may buy a new car?

A. Yes.

MR. DREW: Q. Can you tell by this what make of car he is driving?

A. That is shown by the agreement. If he gets another car another agreement has to be drawn.

By the continuous reading of the speedometer the car that the man owns is checked by the foreman. So long as the car complies with the regulations it is entered as the car which he is driving.

Q. I am thinking of a checking up on these rather large payments. Supposing, for the sake of argument, a man makes a change in the middle of the summer and gets a new car, what record would you get of that?

A. We immediately get a copy of his insurance policy and the number of the car.

Q. So that you actually have on record the number of the car?

A. Yes.

Q. And that is from the insurance record?

A. Yes, and from the other checks.

Q. Have you a system of checking the mileage on the cars from time to time?

A. Yes, we have a provision for a check or inspection by our garage superintendent of all cars driven under these agreements.

Q. Do you mean the garage superintendent here?

A. Or one of his representatives, in each division; plus the fact that we also have the check of our division engineer over those under his staff; and the division engineer's cars can be checked by any representative of the head office, at any time.

MR. DOUCETT: Q. Have you a set time when you do this?

A. Just whenever the mechanic can do it, or whenever he is requested by the audit office.

Q. Then he sends you a list of his checkings?

A. Yes; he has no definite routine, but from time to time the cars are checked by the division staff.

Q. I see that your Department bought one car. There is no use asking you about that. We can ask one of the Departments where they have heavier purchases.



THE WITNESS: There was a further question. You recall you ticked off the names of thirteen different men. Here are the details of their individual car mileages.

Q. Just as a matter of explanation, let us take W. Kitson. I see there are mileages at a number of different figures here?

A. That was at the start of the year. From the first of April until the first of July, the rate in southern Ontario was five cents a mile. Under the Order-in-Council of July 8th that rate in southern Ontario was increased to eight cents a mile up to 8,000 miles. That is the explanation of the five different rates under one man's name.

Q. It jumped three cents?

A. In southern Ontario, yes. In the north it was jumped from seven to nine cents for the first 7,000 miles. Once a man had reached 7,000 miles it was reduced, in the case of southern Ontario, to six cents; and in the north to seven cents.

MR. DOUCETT: Q. What was the lowest rate on the previous Order in Council?

A. Five cents a mile. That had been reduced in 1938.

MR. COOPER: The price of gasoline had gone up?

A. The price of gasoline and also the price of cars had gone up. We estimated that gasoline had increased fifteen per cent and the price of new cars had been increased by ten to fifteen per cent.

EXHIBIT No. 8: Adjustments of car miles, 1941-1942 list.

THE WITNESS: The other question you asked was in regard to additional railway or bus fares. This is the list showing the details of those names which had additional for railway fares. Six of those men had no train or bus fares.

EXHIBIT No. 9: Highways Department, car mileage divided according to branches of the Department.

THE WITNESS: Details of all the others are shown there, that is transportation in addition to the car mileage which they were paid as well, sir.

Q. I see, for instance, in the case of Mr. Kitson, whose name we mentioned before, there was \$428 for railway fares there, and that covered a number of trips. How was it decided which was the cheaper there, rail or car?

A. Our instructions would be, sir, that he travelled by train wherever possible, when going a considerable distance.

Q. His duties evidently covered quite an area?

A. Yes, he is the Head Office testing engineer, sir, of the Department.

MR. COOPER: Q. For the whole Province?

A. For the whole of the Province, yes.

MR. DOUCETT: Q. Mr. Millar, could you give any rough estimate as to the difference in mileage of the King's Highways and secondary roads, or your Municipal department, as you call it?

A. There are approximately 7,400 miles of King's Highways,—

Q. No, I mean in cost of operation for mileage, how much money was spent on the King's Highways and how much on Municipal roads?

A. Without considerable analysis I could not answer that question.

Q. But it would be much greater on the King's Highways?

A. Oh yes, sir.

MR. DREW: Q. Mr. Millar, do you yourself know whether the net purchase price of cars is shown as a current expenditure in the accounts or not?

A. I could not answer that immediately, sir. Buying a new car, I presume it would be carried under the capital, sir. But, without reference to the Accounts Office, I would not answer that question.

MR. DREW: All right, thank you.

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WILLIAM H. STRINGER, Sworn.

By MR. DREW:

Q. Commissioner Stringer, first of all, under the Attorney-General's Department there are shown as purchased, in the last fiscal year, 147 cars?

A. Yes, sir.

Q. At a total cost of \$127,103.86?

A. The figures I have, sir, are \$90,173.01.

Q. That is the net. There were 147 new cars purchased by the Attorney-General's Department in the last fiscal year?

A. Yes.

Q. At a gross cost of \$127,103.86?

A. Yes.

Q. There were turned in 63 cars, at a total valuation of \$36,930.85; making a net cost to the Attorney-General's Department of \$90,173.01 for cars in that fiscal year?

A. That is correct.

Q. Are all those cars used by the Police Branch of the Attorney-General's Department?

A. Yes, that is correct.

MR. COOPER: Were those 63 cars or were some of them motor cycles?

A. We did not buy any motor cycles.

Q. But you did have some?

A. There were some motor cycles. I think it might be advisable to leave that in abeyance until we come to this file.

The Government owned eight motor cycles which were turned in for cars about that time. All the motor cycles in lower Ontario in existence now total about twenty-six, and they are privately owned by the men who drive them.

Q. So that the Attorney-General's Department owns no motor cycles now?

A. None at all, no sir.

Q. In addition to that you also operate seventy-five other cars. So that the Attorney-General's Department had 222 cars,—is that right?

A. I do not think that is right, sir. According to the figures I have here, our total strength was 147 new ones, plus two seized cars.

Q. I am now looking at a list furnished this morning, which showed 147 cars purchased in the fiscal year, and then, under the heading of Operating Cost, other Government cars number seventy-five?

A. Yes, other than in use, the new ones.

Q. Other in use at that time?

A. Yes.

Q. So that that would make 222 cars in use by the Attorney-General's Department?

A. I think that is correct.

Q. Were those all operated by the Police Branch?

A. Yes.

Q. And those 222 cars, how were they divided up?

A. They were divided up among the personnel of the districts. We have twelve police districts. Number five is here in Toronto. We may have twelve or fourteen cars in operation here; and in each district we have approximately two or three; then the regular men on a detachment have one each. In other words, they are distributed equally throughout the Province wherever the need may be.

Q. How do you draw the distinction between the cars that you buy for the use of your Police Force and the cars that you pay mileage for?

A. Well, if the mileage is very high in any of our detachments and were, say, running up to \$1,000 per annum, we figure that is the place to put a car, because it is cheaper and reduces the mileage rate.

Q. So that your experience is that when you get a car to a point where you would pay, say approximately \$1,000 in mileage, it would be cheaper to own the car?

A. Yes, a car costs less than that during that period of time.

During this financial year we did buy, I believe, five or six extra cars for detachments where the mileage was exceedingly high; and that accounts for the additional probably six more.

MR. COOPER: There is something about this statement which I do not understand. There were 147 new cars purchased during the last fiscal year?

A. Yes.

Q. And you had 75 other cars which were Government-owned. That is 222 cars you had?

A. In operation at that time?

Q. And then in the column "Total cars operated" you have 159. I do not understand what that means?

A. I think this is drawn up by the Chief Accountant, and probably he would have to explain it. I do not know if I could give you an accurate statement on that or not.

Q. What was the total number of cars actually operated in the fiscal year ending March 31, 1942?

A. We bought 147, and two confiscated ones; they were all new, all brought in place of the others which were in operation. I do not believe I have the figures here, but I believe it is something over 200. The Inspector of Garages or the Chief Accountant would have the actual figures.

MR. DREW: The Inspector of Garages?

A. Yes. He has his finger on the cars all the time.

MR. COOPER: What is his name?

A. Hales.

MR. DREW: Q. Since we have mentioned his name, Mr. Hales is in charge of what?

A. Of all our cars, the entire fleet. He is the Acting Inspector of Automobiles.

Q. Have you any cars that are not driven by men in uniform?

A. Yes, the C.I.B., the Criminal Investigation Branch, use these cars also; they are in plain clothes. Then, of course, we have the Gambling Squad, and the Liquor Squad.

Q. Are those cars pooled?

A. The Liquor Squad have their own, and the Gambling Squad have their own; although I do not think they get into the picture of this financial year; those cars were purchased subsequent to 1942.

Q. Then have you cars that are not allocated to any particular branch? For instance, have you, over in the Garage here, cars under the control of the Police Department that are for odd jobs?

A. Oh, yes.

Q. How many of those?

A. There is a standing fleet of about thirteen or fourteen cars which are subject to be used by No. 5 district personnel, Criminal Investigation Branch, the Anti-Sabotage Squad,—

Q. Under whose control is that standing fleet of thirteen cars?

A. Inspector Edward Hales. His office is in the Headquarters Garage.

Q. Who drives those cars?

A. I think I mentioned the personnel of No. 5, the constables in uniform or plain clothes, the Liquor Squad, the Gambling Squad, and the Anti-Sabotage Squad.

Q. Just what method of authorization is in force in regard to that standing fleet of thirteen cars?

A. Do you mean if an officer wishes to get a car?

Q. Yes, is authority given for the use of those cars, and how?



A. Say, if there is a criminal complaint comes in under a Statute of Ontario, to No. 5 headquarters, the Inspector details an officer, and the order might be something like this: Two constables and yourself go to a certain area, and do something. And that necessitates the use of a car. The officer will go over to the garage, sign in on the log for the car. So we know where every car is.

Q. There is a continuous check kept for every car?

A. Yes, there has to be.

Q. Have those cars a distinguishing number?

A. Yes.

Q. Can you give us those numbers?

A. No, I cannot.

Q. There is no secrecy about that?

A. No, they start off with 9-A, but the serial numbers I do not know.

Q. 9-A is the distinguishing number of that particular pool, is it?

A. Most of them, but not all.

Q. Does any car which begins with 9-A belong to those Police cars?

A. I would not want to say on that.

MR. COOPER: Are you asking for personal information?

MR. DREW: Some time it may be useful.

THE WITNESS: Sometimes it might be dangerous to have investigation cars starting with number 9-A. I do not think it is good policy to give you the numbers, for instance, of the Gambling Squad cars, or the Liquor Squad cars.

Q. Personally I do not think I am very much impressed with the danger of giving out the numbers of the cars of the Gambling Squad. However, I do not want to ask any question which is going to cause any embarrassment; because I recognize there must be some latitude there.

Q. Am I safe in saying that the cars starting with 9-A are confined to police cars, or am I not correct in that?

A. I would say so. It is a long series of numbers. You might find a privately-owned car securing a 9-A license also. That has nothing to do with us. But a great many of our cars start in that series 9-A.

I would like to give you some information about these cars, particularly of those used in the Highway Traffic Department, as to why they were purchased.

Q. Certainly, and incidentally do not misunderstand my remarks of a moment ago.

THE WITNESS: In March, 1930, the Highway traffic patrol was transferred from the Department of Highways to the Department of Attorney-General. The body represented about 125 officers and men. They were placed as a separate unit under the Provincial Police and they were all sworn in as constables. Previously they had not been sworn in. They functioned as a separate unit with one staff inspector and three area inspectors.

I was appointed Commissioner on September 3rd, 1939, about nine years afterwards. And shortly after I came in, checking on the records I found that in that period of time, dating back to 1930, there had been eight officers killed and over a score seriously injured—some permanently—and considerable hospitalization was going on every winter, particularly in connection with this work.

It seemed to me that it was all important to either let the killing and the maiming go on or else to find a solution. And I think I found the solution in the use of cars.

I think everybody in this room realizes that in the type of weather through which we have just gone, the use of these cars was what saved the men.

MR. COOPER: And, prior to this time, you changed from motor cycles to automobiles?

A. Yes. It was not done up until this time. Up to that time these men used motor cycles, and used them through the winter time.

In the States to the south of us, none of the States used motor cycles in the winter time. That includes Pennsylvania State, and they had nearly a thousand cars, and only a few motor cycles. They used those motor cycles on bottleneck roads, something like that leading down into the city from Thornhill.

The first thing I did was to recommend to the Hon. the Attorney-General the amalgamation of this group of men within the Provincial Police. That was done on the 1st of January, 1940, and we got better discipline and better control. Only four men made supervision previously. Under this new arrangement we had twelve district inspectors, twelve sergeants and five patrol officers, making complete supervision.

That worked very well, and is working splendidly at the present moment.

Then in the fall of 1940, after giving the matter considerable thought, I recommended to The Hon. the Attorney-General the purchase of five patrol cars, coupes. They were fitted with stretchers, first-aid equipment, and placed on the road in control of five patrol sergeants; and they were left for five months to see how it worked. And it worked out fine. For instance, we have a patrol sergeant named Howie, and he covers from Oakville on the west to Oshawa on the east, and the Severn Bridge on the north. He is middle-aged. But, whether he was middle-aged or not, how could you expect a man to cover that territory in the winter time? It could not be done. We knew that; but no action was

taken about it until this time; I got permission from the Attorney-General to travel to Batavia, and other places, and places in Michigan, to get the information as to equipment used in the United States.

After getting that information and finding that, particularly in the State of Pennsylvania, the use of cars had been satisfactory during the years, I recommended to the Hon. the Minister the changing from motor cycles to cars. And it was done in three steps. First we would buy 35, and then, after a few months another 35; until we had about 125.

We bought the first 35 in that fiscal year, and then we bought 35 more.

We got letters from the Ford and other companies that if we did not buy the cars we needed in this year we might not get any more.

For the 36 units I think we had to get from the Treasury Board authority to spend \$45,000. If it had not been for that particular circumstance, we would not have bought that 36 cars.

MR. COOPER: Before you leave that, Commissioner, did you investigate about the lost time, as well as about the injuries to the men, because of the use of motor cycles?

A. Oh, yes.

Q. What did you find?

A. I have some notes here, if I may refer to them.

In the year 1940, when all the personnel had motor cycles, we lost 1,049 days.

MR. DREW: Through illness?

A. Yes, although the Department went to a lot of expense in providing them with leather coats and other equipment. That represented a large loss to the Department.

This last year, with 26 motorcycles in operation, we lost only 210 days, with a loss to the Department of only \$1,144.

That is the cure. And if we get rid of this other 26, I do not think we would have very much loss.

Another picture might be of interest, in connection with the motor cycles and cars. When these men came over to us from the Highways Department, in 1930, there was a standing agreement that we pay them \$250 a year in the way of depreciation of their motor cycles, which were bought by themselves. Previously it had been \$275 a year.

Q. Approximately what would those cars cost?

A. I could not say now, but with a sidecar they might run to the cost of a patrol car; and, remember, they had three tires.

From April 1st, 1939, to March 1st, 1940, the Department paid out in cold cash \$24,202.20 to the personnel of our Highway Patrol for the use of their motor cycles, at the rate of \$250 per annum.

The following year, April 1st, 1940, to March 31st, 1941, \$24,291.15 was paid.

This last year, up to the end of this fiscal year, March 31st, 1943, we only paid out \$8,187 for depreciation.

MR. DOUCETT: What depreciation?

A. Now it is \$275, because the cost of motor cycles has gone up.

Q. I was asking about cars—what depreciation do you write off?

A. I think it is about three-quarters of a cent a mile.

MR. DREW: Q. Is that included in your mileage allowance?

A. It costs to operate a car less than four cents a mile.

Q. It costs you less than four cents a mile to operate a car, less your insurance and depreciation?

A. Yes, that is the figure supplied me by the inspector.

Q. That is for what year?

A. This last year just passed.

Q. I want to get that quite clearly. As a matter of fact, checking within your own Department, you have worked it out that, taking into account depreciation on your cars and upkeep, gasoline, oil, and so on, that you do that for four cents a mile?

A. Yes, a little less than four cents. But up at Sudbury, where the roads are rough, it costs more. But on the average it costs less than four cents a mile for all the units, and much less than that on the Queen Elizabeth Way, for instance.

Every car has a personal history, and that is the way the record is kept.

I would like to go a little farther on what I was speaking about depreciation. If we were not paying this depreciation out, we would have to buy cars. The average car will last approximately three years; and after the payment of \$250 a year, we pay our \$750 in three years. And there is the price of a unit. And after that money has been turned in there is the service cost.

After all, you cannot get motor cycles out on the Highway when the weather is bad, and it is no use to us. But, with the cars, they can go out in any weather and be comfortable.



Q. Would that cover what you want to say with regard to the use of those cars?

A. There is another point. The moneys we paid out for depreciation, in the year ending March 31, 1943, dropped to \$8,187; and the year ending March 31, 1941, it totalled \$24,291.15. The difference between those two amounts could be applied to the purchase of cars. We have to pay it out somewhere; and the way we are doing it now, I think, is the proper way.

As I said before, in all the States that I visited—I went there personally—they did not use motor-cycles in the Fall or the Spring; and those who used them only used them on bottleneck roads. And that has been their experience for many years.

I do not see how the men got through the roads with the machines they had; as a matter of fact they did not.

Q. In arriving at this figure of less than four cents, on the average, which you say includes insurance and all other costs, are you in a position to say what average mileage the cars would have to run on which these figures were worked out?

A. We try to get rid of a car when the mileage is getting to be about 50,000—

Q. But I meant the annual mileage.

A. I think that is a question should be properly asked Mr. Hales, as to how he gets at that figure.

Q. But that is his figure?

A. Yes. There is a log kept for every car.

MR. COOPER: Do you know whether he charges up office maintenance in that figure?

A. I am not quite sure as to that, Mr. Cooper.

MR. DREW: Q. Does that cover the points you wish to raise?

A. Yes. I just wished to explain why the cars were bought; and the other thing was the purchase of the other thirty-six units which we bought this year. I think we have letters here covering the point of what the companies told us.

MR. DREW: I do not think that is necessary. I think it is reasonable.

THE WITNESS: Here is a letter sent out on July 16, 1941, to all personnel regarding the use of gasoline and oil. And a further one was sent out about the reduction in mileage, in February of this year, by me.

MR. COOPER: Was that as a result of the request of the Oil Controller?



A. No, that was our own idea, to cut down the expenses, consistent with good law enforcement.

THE CHAIRMAN: What has been the increase in the mileage covered by the Department since 1930?

A. I could not give you that. I think Mr. Hales could give you that. It has been increased in consequence of the war. We have been having demands which we would not get in peace time.

MR. COOPER: Q. I suppose in regard to dams?

A. Yes, that is one thing; and we guard all the main electric stations and transformer stations. That requires rubber and cars.

MR. DREW: Q. What are you paying for the cars which you do not own, a mile?

A. This is the Order-in-Council dated July 8th, 1941. I think it is the same in all Departments.

I might say that the official in compiling his monthly account at the end of the month and putting his mileage in must take a formal declaration on this form, before a Commissioner. Then the expense accounts are sent to the District Inspector for inspection, and he has a close check on the operation of the privately-owned cars.

Q. That method is not followed I think in all the Departments, is it?

A. I do not know. That is our method. We keep a very close tab on the mileage and the man must take an affidavit that he has run that mileage; and he must keep close account as to what he travelled for. Then that account must go in to the Chief Accountant and to me. I have cut some out myself.

Q. On what ground?

A. That I felt the use of a car was unwarranted; that he could have taken a bus, instead. I am watching that all the time. When a mileage is over \$1,000 per annum, we try to put a car in.

Q. How many of these cars are without any distinctive markings?

A. Our Police cars have distinctive markings, by way of a lamp on the right front fender, which is on an angle, with Police stop on it. Then on the right of the driver's side there is a swivel light.

Q. Would those be on all the cars except the white cars?

A. The white cars have them too.

Q. But they are on all cars?

A. Yes, with the exception of two or three, on which we do not want them

for definite reasons, such as investigation work. There are approximately 96 white cars in operation on the Highways now.

Q. The rest would be black?

A. Oh yes, the rest are black and some are green.

Q. The rest are ordinary coloured cars?

A. Yes, all colours.

To buy a car now you have either to take a used car or wait and get one out of the pool; and they are any colour.

MR. COOPER: Q. Wasn't it the practice for the Department of Highways to use taxi cabs on the mileage basis before that?

A. That was before my time. That would run up tremendously, because the taxi cab would have to wait, and that would be a terrific cost, as the taxi cab owner would certainly charge for the time of waiting.

MR. DREW: Q. I suppose one of the answers to these cars is that in the last few years the smaller and inexpensive cars are much faster than they were?

A. Yes, and it is only in the last few years that a type of car was available; that is, Chevs or Fords.

Motor cycles have not changed very much; but they are getting rid of them in the United States as fast as they can.

THE CHAIRMAN: I understand you purchased your motor cars from the manufacturers?

A. Yes, every car was bought by tender.

MR. DREW: Q. What type are they?

A. Either Fords or Chevs. I think we have more Chevs than of any other, because in the year 1935 the first white cars were got, and there were thirty-six white cars; and the General Motors got that because they were the lowest—much lower than the Fords.

Q. What nature of work would the men be doing who were paid on the mileage basis. For instance, in the fiscal year under consideration I notice \$402,000 was paid to people owning cars for mileage. What would be the nature of their work?

A. As far as our office is concerned, the law enforcement, for the enforcement of the Civil Code and War Regulations.

Q. The number of officers doing routine work are running their own cars, are they not?

A. Yes; of course they can use their own cars for their own work; but they cannot charge up mileage.

On this form, with each return, they must check what the car was used for; and there is a check on that every week by his diary.

Q. Have you the figure to show how many cars were involved in that expenditure of \$101,000?

A. No, sir, it differs.

Q. In what way do you mean?

A. For instance, a District Inspector at Barrie, say, has two cars; they are Government owned; and both cars are out; and he gets an emergency call to go some place, and he takes his own car and goes to the point; and he charges up mileage for that trip. The next time an emergency call comes in if a Government owned car is in, he uses it.

Q. This question may be objected to. I notice, in an answer given, that the expenditure from April 1st, 1942, to January 1st, 1943, was \$79,174.78. Now, that means that there has not been any very considerable reduction in the mileage payments during the fiscal year?

A. We are getting more calls on our personnel every day in connection with the present crisis—more investigations; and that certainly will pile up the mileage and the use of the Government owned cars also.

I could show you by an illustration how our men work.

In the United States they put two men into a patrol car. Here we work our cars twenty-four hours a day with one man in each car. To overcome that, we would have to double up our staff. But the men work without any trouble.

Q. What do you mean by "the present crisis"?

A. Our men work very hard; there are convoys of military equipment; it might be explosives going on the road, or other matters which I do not wish to mention.

Q. There has been quite a reduction in the number of privately owned cars on the Highway?

A. Oh, yes.

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MR. COOPER: Q. I want to get a little more clearly the information as to this four cents a mile operating cost. You got those figures from Mr. Hales?

A. Yes.

Q. But you do not know the different elements that Inspector Hales took

into consideration in arriving at those figures, and whether he took into consideration his head office expenses?

A. I know he took into consideration the insurance, but I do not know about the head office expenses.

Q. Was that cars or motorcycles?

A. Cars.

Q. In other words, you do not know the details as to the four cents a mile?

A. No, sir.

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MR. DREW: Could we have Mr. Hales now?

MR. COOPER: Mr. Commissioner, could you arrange for Mr. Hales to come over right now?

MR. DREW: Have you anybody else you would like to call, who would take only a few minutes?

THE CHAIRMAN: There are several short witnesses waiting.

MR. DREW: I think the only other one I would like is the Agricultural man.

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HAROLD C. RICKABY, Sworn.

MR. COOPER: You have five cars, and your cars are operated under the General Order in Council, are they?

A. Oh, yes.

MR. DREW: The amount is so small that I do not want to ask him any questions.

THE WITNESS: All right, I am glad to have seen you.

MR. COOPER: All right, we have changed our mind.

(Mr. Rickaby was excused.)

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W. R. REEK, Sworn.

MR. DREW: Q. First of all, just to deal with the cars purchased in the last fiscal year, I see that the Department of Agriculture purchased thirty cars, at a gross cost of \$32,568; and there was a turnover of \$18,155; leaving a net cost of \$14,413.83. Do you know whether that is shown in the Capital or the Current Expenditures?

A. Most of those cars in old Ontario are paid for out of County grants, and they did not show in our Public Accounts; but they are controlled from our office.

Q. They are included in the County grants. In other words, in what figures in the Public Accounts would one find that money?

A. That does not show in the Public Accounts; the County grants.

MR. BELANGER: Q. Are they grants to the Counties or from the Counties?

A. From the Counties to the Agricultural representatives. It is County money but it is under the control and can only be checked out by the counter-signature of Mr. Duncan.

MR. COOPER: Then that can hardly be a subject of enquiry here.

MR. DREW: Q. Those cars are owned by the Department?

A. They are controlled by the Department.

Q. And they are used for what purpose?

A. For the work carried on by the Agricultural representatives within the County.

Q. How do you distinguish between those which are owned by the Department and those which are owned by the County representatives themselves?

A. The County representatives do not own them.

Q. So that out of that \$93,000 paid for mileage allowance, none of that went to the County representatives?

A. Oh, no; that \$93,000 is mileage other than Agricultural representatives. The Agricultural representatives submit their account, and we pay for the gas directly from the appropriation voted by the House.

MR. DOUCETT: So that the operating of the Agricultural representatives' cars is not in this figuring at all.

A. Not in that \$93,000.

MR. DREW: Q. I just want to get this quite clear. There would be no place in the Public Accounts that one could get any figure in regard to those cars, by examining the Accounts themselves?

A. Not in the purchase.

Q. Nor in the operation either.

HON. MR. MCQUESTEN: Yes, or the amount for the operation.



MR. DREW: Q. Is that in a distinct item?

A. That comes under the Agricultural representatives vote. It just shows as expenses; and that includes all the Agricultural representatives' expenses shown here as a lump sum.

Q. Amounting to what total?

A. I have it for the Counties.

Q. So that it is not separated in any way by the cars; but have you worked this out, what it costs per mile to operate those cars which you own?

A. I think we have it for the Agricultural representatives, but I have not got it with me.

Q. Do you remember offhand what it is?

A. No. I think there is a statement.

Under the Agricultural representatives' cars, we have the expenses under headings in detail for each car.

Q. You do not know how it works out per mile?

A. No. Our total is \$22,827.

MR. DREW: There is no use trying to do it just now, if you have not actually worked it out.

Q. The reason I asked the question was because the Police branch of the Attorney-General's Department have worked out their mileage, including the depreciation and everything else, to a mileage figure; and I wondered if you had done the same?

A. No, but we can do it. I have not got the depreciation here. We will have to work that out.

Q. So that you have not actually worked out the comparative costs of operating your own cars and paying mileage for other cars?

A. No, I have not got that.

Q. Are you in a position to say, from your own knowledge, whether that has been done or not, in your Department?

A. Yes, Mr. Duncan has done that.

Q. Do you know what the result of that was?

A. No, before I came in he worked that out, and I have never discussed it. I could get that for you in a couple of hours.

Q. There is nothing indirect about the question at all. What I really asked you was whether you worked out on a comparative basis as to the desirability of owning cars or paying mileage?

A. Roughly, when a man's total expenses are over \$1,200 or \$1,500 we begin to think seriously of providing him with a car.

MR. DOUCETT: Q. Do you mean that the expenses takes in his meals away from home, and all costs?

A. Yes, but I have not the details to answer your question exactly.

MR. DREW: Q. You have, as a rule of thumb, accepted the practice of where a man's expenses on a mileage basis runs around \$1,200 or \$1,300,—

MR. DOUCETT: Not the mileage basis—the total expenses.

MR. DREW: Then you have a rough rule of thumb that when a man's total expenses, including his mileage and out of pocket expenses for meals, etc., amounts to \$1,200 or \$1,300, you have found at that point that it is wise to consider owning a car, rather than to pay mileage?

A. Yes.

Q. In other words, when it gets above that amount you may come to the conclusion that it pays better to own the car than to pay mileage?

A. Yes.

HON. MR. MCQUESTEN: What mileage is that?

A. About 15,000 or 20,000 miles.

AN HON. MEMBER: Q. But the practice from the beginning with the Agricultural representatives is that the Government has owned the cars?

A. In the case of the Agricultural representatives the Government has always owned the car.

MR. DREW: Q. Do you know what mileage the Agricultural representatives travel?

A. In the year under consideration the Agricultural representatives travelled 942,220 miles.

Q. How many of them were there?

A. There were 53 offices.

Q. That would be 53 representatives?

A. Yes.

AN HON. MEMBER: Q. Do you say that would be an average year, or was it a little better than the average?

A. It was about an average year; they were down a little, but not much. In the year we are considering, they were down just a little from the year previous.

MR. DREW: What cars do you own in the Agricultural Department—what kind of cars are they?

A. Chevs, Fords, Plymouths and Dodges.

Q. I am not very clear as to how this grant works out. Why is it done in that way?

A. That is a matter of history. It goes back quite a long time, from when the Agricultural representatives were first appointed. And it was Statutory that before an Agricultural representative's office is opened in a County there must be \$500 annually,—

AN HON. MEMBER: How does that come—does the County send a cheque to the Agricultural representative?

A. And it is put into a trust account.

Q. In the County of Victoria it is sent to the Agricultural representative. And how is that money disbursed?

A. By his cheque, countersigned by Mr. Duncan, the Director, it can be used for any purpose.

MR. DOUCETT: Q. And you say some of it was used for automobiles?

A. Part of it, not all of it.

MR. FROST: Q. Who owns the cars, and how were they paid for?

A. They own the cars, in some cases, and paid for by the County grant.

Q. Are the cars owned by the Department?

A. Oh, yes.

Q. All these cars?

A. Yes.

MR. BELANGER: They must be owned by the County representative, because these representatives are changed, and the car falls to the next representative?

A. Yes.

MR. FROST: The money does not show as money expended by the Department?

A. Not in the Public Accounts.

MR. FROST: That is a cross-entry, isn't it?

A. Oh, no.

MR. DREW: It does not include any entry.

MR. DOUCETT: If the car costs \$700 and the grant is \$500, where does the other \$200 come from?

A. Out of an appropriation voted by the Legislature.

MR. DREW: It seems to me to be a long way around to get a car.

MR. FROST: I think the explanation is that that \$500 is one of the ways by which they purchase a car. I believe there is a car purchased only about every second year?

A. It is generally every second year; we reckon a car should travel 40,000 miles.

Q. It is simply one of the items for which the money is used, when a car is purchased?

A. Yes.

Q. Why would not the car be purchased and then the money voted to pay for it?

A. I cannot say as to that, Mr. Frost. That is the practice which was established many years ago.

Q. How do you buy your cars?

A. We ask our Agricultural representative to get two or three tenders.

Q. Would it be a certain type of car?

A. There are four types of cars used, and we are not particular as to which type of car they use out of those four. They secure tenders. There are a lot of dealers who will not bother giving a tender. But we never buy a car without having at least two or three tenders, and sometimes four. Generally speaking, the man who gets the lowest tender gets the sale of the car.

MR. BELANGER: It is done in that way for the benefit of the local dealer?

A. Yes.

MR. FROST: Q. How do you arrange for the \$500?

A. I believe the Agricultural representative reports back to his County.

I suppose that grant is so that the County will take more interest in this Agricultural work.

MR. DREW: Q. The money paid on the cars comes out of an annual grant?

A. Oh, yes.

Q. It is shown in the current expenditures in relation to agriculture?

A. Yes, and that is reported back to the County Council every year.

MR. DREW: That is all, thank you.

MR. COOPER: Q. What did you do, if anything, in relation to the scarcity of gasoline and rubber, in your Department?

A. If you would care to see them, here are the notices which went out.

Q. How many of them went out?

A. About eight or ten or more of them which went to all Departments. Here is the first letter I went out on the request of the Minister on July 3rd, 1941.

Q. And it is headed, "To all Branches".

A. And after I had sent out that letter to the branches, the branches notified their men and the following notices are from the Directors to their men.

Q. Are these all copies, or do you want them in your files?

A. We would like to have them. The first one is a copy; the others are what we received.

HON. MR. MCQUESTEN: Q. You said a moment ago that many of the car dealers are not fussy about tendering on cars. Is that due to the percentage of reduction which the Government gets in the purchase of the cars?

A. We get the customs and excise off; and we used to get another discount which we do not get now.

MR. COOPER: Q. You have said that the agents were not fussy about tendering for business. What does that imply?

A. We always get tenders, but there have been agents who have simply said, No, we do not want to be bothered with your business. We are close dealers. I am speaking about normal conditions. Under present conditions we have had to buy our cars wherever they were available.

HON. MR. MCQUESTEN: It all comes back to the fact that the Department and the Government get special prices over and above that given to the average individual?



A. Yes, we do.

Q. In other words, it makes a difference in your operating cost and your mileage, whether it is a Government owned car or a privately owned car?

A. Yes.

MR. DREW: One thing which strikes me in regard to this Department is that, in spite of the request made to reduce mileage and the use of tires, that has not been achieved because, in the report to the Legislature, it gave the expenditures up to January 31st, and actually the expenditures were higher than they were in the last fiscal year.

THE WITNESS: There were two or three reasons for that. One was that the cost of gasoline, and so on, was higher. As to the mileage on the mileage basis, the reason for that was that our Department is one where we have had very definite requests from Ottawa to go out and try to organize in order to increase production; and there has been a greater demand for our men than there has been in previous years.

HON. MR. DEWAN: One reason for that is our men have been working under greatly increased pressure; and that has resulted in increased mileage.

MR. COOPER: Q. There is one letter of July 23rd, 1941. Are there any of these others which you can leave with us without injuring your files very much?

A. This one is a copy. These others are originals, but I could leave them with you, if you desire them.

MR. COOPER: We will put that whole file in, as Exhibit 10.

EXHIBIT No. 10: File of Instructions.

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EDWARD HALES, Sworn.

MR. COOPER: Mr. Hales, speak out, because the Press feels that they would like to hear what you have to say.

MR. DREW: Q. You are Inspector Hales?

A. Yes, sir.

Q. You are in charge of the Police cars, are you?

A. That is right.

Q. How many police cars are kept over in the garage at the Buildings?

A. At the present time there are eighteen.

Q. How many?

A. Eighteen.

Q. Are all of those cars white cars?

A. One.

Q. And the rest are normal colours?

A. Yes, that colour includes two section wagons and one service truck.

Q. What method of organization do you employ in giving the use of those cars?

A. Each officer who requires the use of a car has to bring a requisition over from his Inspector. He brings that over to the office at the garage and there is a log kept there on all cars, that is, the make of the car, its license number, the time when the car goes out, its destination, and when the car comes in; and who authorized the use of the car; and the signature of the driver.

Q. Is one log kept for each car?

A. No, it is a daily log on one sheet.

Q. It is a daily log?

A. Yes.

Q. And that log would keep a complete record of the cars, and the purposes for which they are used?

A. That is right.

Q. You have a sample sheet of that log?

A. I am sorry, I have not here.

Q. Are those cars then driven only by members of the Force?

A. By members of our own Force, yes.

Q. Never by anyone else?

A. No.

Q. You know of any occasion on which they have been driven by anyone else?

A. I do not.

Q. Are those cars then never used for any other purpose than for Police work?

A. Never to my knowledge.

Q. Would you know if they were?

A. No, I would not, I have to accept the authorization of the man in charge of the various Departments.

Q. You have had no occasion where your attention was brought to a car having been used for any other purpose?

A. No; if it was I would report it to the Commissioner.

Q. And you will say that it has not been brought to your attention that any of these cars had been used for any other purpose than for Police work?

A. Yes, sir.

Q. I assume that if an entry was made in the log book that the car was used for any other purpose than Police work, you would know that?

A. I would.

Q. May I take it for granted that there was no entry in the log for any other use of a Police car?

A. Yes, sir.

Q. Have you the actual license numbers of these cars?

A. Yes, sir, I can give them to you, I have not got it here.

Q. I do not want any disclosure of numbers that are not supposed to be known. There is no difficulty about giving me a list of them?

A. No, not at all.

Q. How would the use of a car be checked on afterwards—is there a report put in after a car has been used on each occasion?

A. On this log, before a car goes out the man has to check the car out, with the license of the car and the time put out, and also his destination. Then he leaves the time of the return blank until he returns; and the car carries on until he comes back with it, and then he puts down the time he returns the car. That log is kept daily.

Q. Wouldn't there be occasions where as a matter of normal procedure a Cabinet Minister or some official might have occasion to use the car?

A. No, sir, it is all used in connection with work of our Department.

Q. Are there not occasions on which they use those cars?

A. Not outside of the Attorney-General's Department, sir.

Q. Does the Attorney-General use those cars?

A. Yes.

Q. In a case of that kind, as a matter of routine, what method of authorization for checking is used?

A. I usually get a requisition from Mr. Nichol, the secretary, sir.

Q. How are those requisitions kept?

A. They are sent in to Inspector Killing's office, along with a copy of the daily report or daily log.

Q. Would you have a separate record of the use of cars by the Attorney-General?

A. No, it is all included on the one log.

Q. These requisitions, then, are not kept separately?

A. They are attached to the log, sir.

Q. Each day?

A. Yes, sir.

Q. In the case of officials of the Attorney-General's Department, is that exclusively in connection with Police work?

A. Yes, it is all included in the Police work, so far as I know.

Q. How would that be entered—for instance, would the entry show if the Attorney-General or Deputy Attorney-General was on a particular case?

A. No, it would not show that.

Q. So that they themselves would be the only ones who would know actually the purpose for which the car was used?

A. Yes, it would show their destination and in the event they were going to a special case they show the time. In a lot of cases the men do not wish it known what their destination is, and they put it out of town. That log is open in the garage.

Q. What type of work in connection with the work of the Department of Attorney-General would these cars be used for?

A. That I do not know, sir.

Q. So that there is no entry that would show what the purpose was, so far as the Attorney-General's Department was concerned?

A. Not on the log, sir.

Q. That would merely go out checked to the use of the Attorney-General?

A. That is right, sir.

Q. Are your records kept in such a way that it would be possible for you, without too great difficulty, to show the number of times that the Attorney-General had used the car during the year?

A. It is all on our log. They are sent over daily, and I believe they are kept on a file.

Q. Would you, then, prepare a list showing the number of occasions on which the Attorney-General used the car, and the hours he used the car?

A. Yes, I can give you the hours, but I cannot give you the mileage.

Q. I appreciate that; would you give us that information?

A. You want that for the entire year?

Q. For the fiscal year 1941-1942.

A. Do you want it separately, or do you want the total number of hours?

Q. It is in a form so that you could take that off fairly easily?

A. Yes, there is a log for each day.

Q. If you would take each item and put them on a sheet, and total them up?

A. You just want the total number of hours?

Q. Give the details as well, and total it up.

A. Very well, sir.

Q. When you are totalling that, would you show the use of the car, as divided between the different types of cars, for instance, when the station wagon was used?

A. Yes.

Q. You might show by the entries as to each type of car which was used. I do not want to labour the point, but perhaps when you bring that back you might bring the log, so that we may see the method used?

A. All right.

Q. You have worked out, I understand, Inspector Hales, the cost of mileage, and we were informed that you had worked that out to a figure of slightly below four cents a mile for the cars that were owned by the Department?

A. Yes.



Q. I understand from the Commissioner that in arriving at the total mileage cost you took into consideration depreciation, upkeep, tires, and all normal maintenance, including insurance; is that correct?

A. Yes, sir.

Q. And that that worked out to a figure of less than four cents a mile?

A. 3.33 cents. That is not including depreciation and insurance; but that is the average actual operation cost.

Q. What about depreciation and insurance?

A. We added three-fourths of a cent a mile to cover depreciation and insurance; that is the approximate cost.

Q. So that that, as I make it, would be 4.8—

A. Slightly over four cents a mile. I have it here, 4.13, in my figuring.

Q. Then it is approximately 4.1 cents a mile?

A. Yes.

HON. MR. MCQUESTEN: On what basis is that—how much mileage per car?

A. The average mileage of our cars would be around 20,000 miles a year.

Q. What total mileage would you get out of a car before trading it in?

A. We have got as high as 90,000 miles on our cars.

MR. COOPER: Q. Do you add anything in there for head office expenses?

A. No.

THE CHAIRMAN: Q. Anything for storage?

A. Our storage charges are included in that.

Q. What do you put in that?

A. There is no charge for storage in Toronto.

MR. COOPER: Q. And what about your wages, are those taken in there too?

A. No, that is not in here.

Q. Are there any other employees over there with yourself?

A. Yes, but they are not included in this at all. There are no salaries included in these figures at all; only labour charges which we have paid to mechanics to repair our cars.

Q. Then you have a lot of white cars for patrol work, which was formerly highway traffic work?

A. Yes.

Q. I understand that that cost is slightly lower than the other cars?

A. Yes, sir, it is.

Q. And that would bring down the general average?

A. Yes.

Q. What about Northern Ontario, do you find it more expensive to operate cars up there?

A. Yes, our cars are more expensive to operate in Northern Ontario.

Q. The black cars are more expensive than the white cars to operate?

A. Yes.

MR. DUCKWORTH: Why is that?

A. The white cars are kept on pavement nearly all the time.

MR. COOPER: Q. And the black cars are on general service duty?

A. Yes.

MR. DUCKWORTH: Does the colour of the car make it any cheaper to operate?

HON. MR. McQUESTEN: What is the price of the white cars?

A. When we bought the first of those cars we got them very reasonable.

Q. Do you remember what they cost?

A. The first 36 cars cost us \$716 per unit.

AN HON. MEMBER: What interest did you calculate on your capital?

A. We did not take that into consideration at all—just the operating cost.

Q. This three-quarters of a cent a mile, was that for depreciation alone?

A. Depreciation and insurance.

MR. DREW: Q. In other words, you were including in that apparently all the figures you thought should be taken into consideration in the cost of operating a car?

A. That is right.

Q. There are no other costs that you think should be included?

A. No, sir, not at all.

Q. Do the men who own their own cars pay storage charges?

A. All our men pay storage charges on the cars.

Q. On the Police-owned cars?

A. Yes.

Q. I am talking about the cars that the men themselves own?

A. We own all these cars.

Q. I am talking about the cars for which you pay mileage. In the majority of cases, those cars on which you are paying mileage are kept by the men themselves at their own homes?

A. I imagine so. They are their own private cars.

MR. DOUCETT: But any storage paid on Police cars was included in your figures?

A. Yes; even if a car is taken out of town for two or three days and it has to be stored overnight, that is included in this price.

Q. That would be included in your figure of three cents a mile?

A. Yes.

AN HON MEMBER: Q. You have said that you figured on three-quarters of a cent a mile for insurance and depreciation and that would be figured on the average mileage of the cars of 20,000 miles. If you had a car which went but 3,000 miles—if Mr. Hagey purchased the car himself and was to be paid a mileage, if it was going a mileage of only 5,000 miles, which is a very small amount, out of that he would have to take care of depreciation and insurance costs?

A. Yes.

Q. The depreciation rises very rapidly?

A. Yes.

Q. In other words these figures would not apply to a low mileage basis?

A. No, sir.

MR. DREW: Q. When you get into figures of 20,000 miles, wouldn't you say it is much better to own and operate cars than to pay a mileage of eight cents a mile?

A. I believe so.

Q. I believe you gave the information to the Commissioner that the point at which you decide that it is better to own your own cars is at about 10,000 miles—is that about right?

A. Yes.

Q. From the experience which you have had in operating these cars and checking the cost, it is more economical, when a car mileage reaches 10,000 miles, to buy a car than to pay mileage?

A. Yes, that would be so.

Q. You only, as I understand it, exercise control over the Police cars in the garage?

A. That is so.

MR. COOPER: Q. Now there is just one question so that the record will be straight. How many cars are you actually operating to-day?

A. One hundred and seventy-three motor cars.

Q. How does this work out, that the number of new cars which you purchased during the fiscal year was 147, according to this statement, and there were 75 other Government cars, that would be 222; and over in the column, total operated, they are shown as 159.

A. If you take it in April—our purchases are usually made in April of the year—of the 222 units, that would include the held cars and the ones we replaced, also.

Q. So that you deduct the trade-ins from the 222 and get the number being operated now?

A. Yes, we have 159 cars actually operated at the end of the year.

MR. DREW: Q. So that that figure of 159 cars for the Attorney-General's Department is the number at the end of the year?

A. Yes, that is right.

MR. DREW: It is now 1.00 o'clock, and perhaps this would be a convenient place to stop.

In preparing the statement which I have asked you to prepare, would you put in the dates used, and the destination in each case, of the trip?

A. I will have the destination either in the city or out of town.

Q. It is given?

A. Not always, sir. Our men might book a car out, and they would

perhaps not know where the car was going. They might know it was going to be used in the city, or perhaps to go out of town.

Q. Then will you bring the log book at the same time?

A. Yes.

Q. Is the log book itself a big thing?

A. Yes, it is quite a size. The pages are of this size (indicating); and there are from 400 to 425 pages.

Q. Would there be any difficulty to bring the whole log book?

A. No.

MR. DREW: Then bring the log book, so that if there are any additional questions they can be checked.

INSPECTOR HALES: All right, sir.

THE CHAIRMAN: Then the Committee will adjourn now until 10.00 o'clock to-morrow morning.

At 1.05 p.m., the Committee adjourned until Tuesday, April 6th, 1943, at 10.00 a.m.

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## SEVENTH SITTING

Parliament Buildings,  
Toronto, April 6th, 1943, 10.00 a.m.

MR. HAGEY, Chairman of the Committee.

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HON. MR. MCQUESTEN: You will want to go on with Mr. Millar this morning?

MR. DREW: Yes.

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JOHN DAVID MILLAR, Recalled.

THE CHAIRMAN: Order, please. Mr. Millar has already been sworn.

MR. DREW: Q. Mr. Millar, we were discussing the stretch of road, the Geraldton Road—you were not here when we discussed it?

A. No, I was not.



Q. You have seen a copy of the Resolution?

A. Yes, sir.

Q. What we had in mind was to get a picture of the work done during the fiscal year on that stretch of road which has effected a completion of the Highway system through to the west. I understand that it is not entirely what was originally known as the Trans-Canada Highway. It is a break from it, but the road has been completed through on another course?

A. That is right, sir.

Q. I really wanted to get a picture of the work that has been done outside of the ordinary Highway system, in the completion of the Highway system, whether known as the Trans-Canada Highway or known by any other name. Do you understand that?

A. Yes.

Q. Will you explain just what stretches of Highway are involved in that?

A. I might produce this map which shows it more clearly. It is on rather a small scale.

This printing is rather small to be seen from the back of the room.

HON. MR. MCQUESTEN: Stand it up on the mantel, and explain the situation from there.

THE WITNESS: I might explain, first, in connection with this map, that the Town of Geraldton lies approximately a hundred miles north of the town of Nipigon. Nipigon was on the original designation of the Trans-Canada Highway, which, by Order-in-Council, went from Sault Ste. Marie along the north shore of Lake Superior to Schreiber, and from Schreiber to Nipigon.

We had, previously to 1940, constructed a road from Nipigon up to the mining centre of Geraldton, shown in the centre of the map.

From the easterly end, from Hearst, it came up from New Liskeard and Kapuskasing to the town of Hearst. There was approximately eight to ten miles of road cleared west of Hearst; to complete the gap from the town of Hearst to the town of Geraldton the construction of approximately 153 miles had to be undertaken.

Before these contracts were called, I might also add, we had been working on a section known as the Seagram Industrial Farm, using the day labour of the prisoners from the Industrial Farm in conjunction with the Provincial Secretary's Department.

The contract was called for the section from the Seagram Industrial Farm to Geraldton, and from the Seagram Industrial Farm to Hearst. In the Fall of 1940, surveys were started, and by approximately December, 1940, we were

in a position to call contracts on fourteen different jobs shown on this map. It was broken down into approximately ten-mile sections, 40-124, the westerly section, to 41-138, the easterly contract at Hearst.

The contractors moved in their supplies during the winter of 1940-41. And while some of the work was done in January, February and March of 1941, the bulk of the work was carried on during the fiscal year 1941-42. That work, you can see from the map, was carried on at a considerable distance from any point of supply. The old Transcontinental Railway went originally from Cochrane through Hearst and on to the north of Lake Nipigon. There was another railway, a branch line of the Canadian National, which went by way of Longlac, which joins the old Transcontinental west of Armstrong. But to reach this section of the road between Longlac and Hearst it was necessary to come up from the Seagram station on the Canadian National Railway line to reach what is known as Lukinto Lake. And from there easterly it was necessary to construct tote roads right in to the centre of the job.

The easterly contracts were reached largely from a station by the name of Savoff on the Canadian National Armstrong to Cochrane line. Those tote roads had to be built southerly and spread out to reach the contracts in the central section. The remaining contracts to the east were reached by individual tote roads from various stations along the Canadian National Railways from Nagogami, from Ameson, from Bertram, and from Calstock, and from a siding around the Valentine River.

The extreme easterly contract was reached from Hearst station itself.

At the time these contracts were called, our surveys, as I say, had just been started in the previous year. A great deal of the country, practically all of the country, was unknown. There had never been even a patrol through here of any kind. And nearly all of our early reconnaissances were carried out by aerial survey, particularly in the section from the Nagogami River westward. As a result, the surveys were undertaken under very difficult conditions, when the snow in many cases was four to five feet deep across the line. It was done within a period of four or five months before the contracts were called; and as a result, it was difficult to obtain accurate information as to the conditions to be encountered when the road came to be constructed.

I might say that this was particularly so on the section from the Nagogami River east to Hearst. As an example of the problems facing the engineers in this area, it might be pointed out that there were two choices open. One was to stay as close as possible to the railway line, which was through largely a rock country. The other was to go anywhere from twenty to thirty miles south of the railway line which was nearly all in the clay belt—in an earth country.

The contracts originally were called tentatively on the southern line in the earth country. Five contracts from 40-133 to 40-138, upon further investigation as the contractors were moving in, it was found that a compromise between these two extremes was necessary. And the final line chosen was that shown approximately by a black line which lay midway between the first proposal farther to the south and the other proposal, following the railway. And that line encountered a small quantity of rock and largely an earth country.

HON. MR. MCQUESTEN: That is the accepted line?

A. Yes. It was found, however, that a great deal of that country which was presumed to be earth by our winter surveys, that when the summer conditions made it possible to take deeper soundings and have a more general look at the country itself, that a great deal of the flat country, which was presumed to be earth or sand, turned out to be muskeg; that is a floating mass of vegetation overlying rocky material at an average of five or ten feet, in places.

And it is found necessary in some cases to excavate that material by a drag-line excavator; and fill its place with other material, either pit-run gravel or sand.

The westerly block of contracts, from approximately 40-133 westerly, the country was just about what the original survey showed. It was a mixture of earth and rock. And the line was constructed with no considerable difficulty.

On the contracts between a point south of Geraldton to Longlac, the same condition applied as applied from Longlac easterly to Nagogami River. That also was carried out with no great difficulty, as the work was found to be a mixture of rock and earth, as the original surveys had shown.

While we had fairly accurate information on the centre line of this whole road, when the contractors' superintendents began to investigate the possibilities of the fill material and gravel, we had very little information regarding the area from ten to twelve miles on either side of the line. Those deposits, of course, would not show on aerial photographs; and it had been impossible to make a complete reconnaissance of the entire area, and as a result, on the contracts from 40-133 to 40-138 there was not a great deal known about the country lying on each side of the railway; and there was some difficulty developed in the course of the work in finding suitable material within reasonable hauling distance of the line, at first. And if a pit could not be found within four or five miles of the line it was necessary to construct a tote road to reach that pit. That added considerably to the cost of the work, and made it difficult in some cases to find suitable materials to make the fills which I mentioned a while ago, for filling in the muskeg country. It made it difficult to find suitable material to take the place of the material which was removed from the excavations that were made.

That, sir, is the general lay-out of the work. And in following it out, I think I could only do so in answer to questions in regard to any one point.

Q. Does that complete the highway there now through northern Ontario?

A. Yes, that completes the highway from eastern Ontario right across to Geraldton, and from Geraldton a road was already in existence from Nipigon, and from there to the Manitoba boundary.

Q. Has the surfacing of that road been completed?

A. The gravelling is not all complete yet. There are some two or three sections where some gravelling has yet to be done. But the material is itself a fine gravel or sand, so that the road can be driven quite conveniently at the present time.

Q. What happened then to the original road—what was known as the Trans-Canada Highway?

A. For the time-being the road from Sault Ste. Marie to Fort Maimse, there is in there, sir, approximately 180 to 190 miles—speaking from memory—still to be constructed to meet the road east from Schreiber. That is through an extremely rugged country of rock and trees, a piece of country that the Canadian Pacific Railway avoided.

There are 75 miles completed to our standards north of the Sault, from a point north of Fort Maimse to the Montreal River.

Q. Then during the fiscal year March 31, 1941, to March 31, 1942, was there any work done on the other parts of what was known as the Trans-Canada Highway?

A. There was some work carried on north of the Montreal River, and during the past year we have been using Japanese labour at Schreiber and carrying on a limited amount of work in conjunction with the Department of Mines.

Q. This was the main construction?

A. This was the main highway, sir.

Q. Do you know the total amount spent on that in the fiscal year under consideration?

A. I could consult my notes here. I think it was approximately \$7,000,000.

HON. MR. McQUESTEN: I think, to keep the story consecutive as we go along, you might describe what has been done in connection with these camps at the request of Ottawa. It might be told here now, so that we might have the whole picture. There was a conscientious objector camp as well as the others.

A. There has been spent, sir, to the end of the 1941-1942 fiscal year the sum of \$7,925,984.55.

MR. DREW: Q. Was that under any special arrangement with the Dominion Government?

A. Not between Geraldton and Hearst. There has been nothing contributed by the Federal Government in there. There had been between Nipigon and Geraldton under the mining road and tourist road branch in previous years; but not in that year.

Q. Was this constructed as a war measure, or was it constructed as part of the ordinary highway construction?

A. I would say a combination of both. It was felt that a road was necessary as an alternative highway road, in case anything should happen to the railways.



I might explain that in that country there are several large ravines or gullies with large structures which would require several months work if they were damaged. That is speaking of the railways.

Q. What have you in mind in that?

A. There are the two railway lines across that section of northern Ontario; one the Canadian National, the old Transcontinental, and the Canadian Pacific Railway. I might refer, for instance, to the Canadian Pacific Railway crossing at Nipigon, which is an enormous structure which, if it had been sabotaged and damaged, would have required considerable time to reconstruct.

HON. MR. MCQUESTEN: Did that affect your calculations?

A. That gave an alternative route to carry material and goods, in case the railway was destroyed.

MR. DREW: Q. Why was 't not something properly to be constructed by the Dominion Government, under the circumstances, or at least in collaboration with the Dominion Government?

A. I do not believe I could make a statement on that, sir. That would be a matter of policy.

Q. Was anything of that kind proposed?

A. I could not answer that, sir.

Q. The reason I ask that is that it would appear from what you say that the decisive factor in reaching the conclusion that it was wise to go ahead with road construction was the necessity of having an alternative route, in the event of war activities resulting in destruction of the railway communications through there?

A. That is correct, sir.

Q. Then I will not press the point which you say you cannot answer, so far as the question of the Dominion Government is concerned.

HON. MR. MCQUESTEN: The Province does feel responsibility for that as one of our contributions to the war.

MR. DREW: I merely asked if there had been any negotiations with the Dominion Government.

HON. MR. MCQUESTEN: There had been earlier negotiations at the time of the extension from Nipigon to Orient Bay, which is the western end, for further contributions. But nothing came of it.

MR. DREW: That was the reason I asked the question, because I knew there had been discussions in regard to what was originally known as the Trans-Canada Highway, and it had been contemplated at that time that the Dominion



Government would take a share of the cost. But that was not raised in connection with this stretch.

HON. MR. McQUESTEN: Not specially, no.

MR. DREW: Q. How were the tenders called for in this case, Mr. Millar?

A. I will consult my notes again here. They were called on September 20th, 1940; and the contracts were let on January 9, 1941.

MR. FROST: Before you go on with the tenders on that location of the road, what was the purpose of keeping the road, on the first part of it, north of the land which you have spoken of? I would imagine that for ultimate settlement purposes it would have been better to have kept it in the agricultural land.

A. It is not altogether agricultural land, as we found when we got into it. It was actually muskeg. It was heavily timbered with light timber; and it was muskeg swamps.

It was a decision between staying entirely in earth country at the southerly line, or staying in a line which had considerable rock, on the northern line. We chose, after an investigation of the two lines, a line which had the combination of the two; and tried to balance as well as possible the excessive cost of filling the muskeg, in the one case, and the rock cuttings in the other.

MR. COOPER: Was it the straightest alignment?

A. Yes, it was the straightest alignment and the shortest distance to cross the Nagogami River. That crossing had to be picked at the place which was the best for a crossing. Down here it was too wide.

HON. MR. McQUESTEN: "Down here" means the south.

MR. DREW: Q. With regard to handling of these tenders, doesn't it seem to be a fairly short time to place before contractors the estimates of what they can do in a remote territory like that, when you call for a tender on Sept. 20th and let the contracts on the 9th of January? Do you mean by that that the tenders were called for on the 20th, and that they were opened on the 9th?

A. Bids were due on the 9th of January.

Q. Is not that a fairly short time?

A. Under normal circumstances, no.

Q. But this was not a normal situation?

A. In that case we had to get in that winter. The contracts had to be under way, and the contractors had to be given the opportunity of constructing their tote roads during that winter of 1940-1941, or a complete year would be lost.

If the contractors had not had an opportunity to get their supplies in, they

could not do their work in the summer months. They did the work in the summer. But, unless they could get their supplies in in the winter, they could not do their work in the summer months. That was why it was necessary to call for the tenders as quickly as possible. That was the chief purpose of the survey, at least, to get information as soon as possible.

MR. COOPER: You had how many contracts?

A. Fourteen.

Q. Those were big contracts?

A. Yes, big contracts at a long distance from the source of supplies of the materials; and only a limited number of contractors were able to bid on jobs of that size.

Q. In fact, those fourteen contracts would include most of the big contractors?

A. Yes, as a matter of fact as many as were able to do that work.

Q. Did you get many bids?

A. From ten or twelve bids to as high as sixteen or seventeen. Some contractors would bid on the western end, and others on the eastern end, who would not be interested in the other end of it.

MR. DREW: Q. Can you give the contracts from west to east.

HON. MR. MCQUESTEN: And as you go over them, you might give the amount of the tender which was accepted in each case.

A. Yes, I have them here.

Contract 40-124, Rayner Construction Company, Limited; the contract was awarded for \$587,861.

40-125, Emil Anderson; the contract was awarded for \$582,545.

Contract 40-126, to the Campbell Construction Company, Limited, was awarded for \$444,550.

Contract 40-127, Wallace A. Mackey, Limited, awarded for \$408,570.

Contract 40-128, Tomlinson Construction Company, Limited, awarded for \$567,000.

Contract 40-129, the Standard Paving, Limited, awarded for \$655,610.

Contract 40-130, the Hadley McHaffie Construction Co., Limited, awarded for \$569,040.

Contract 40-131, the Dufferin Paving Company, Limited, awarded at \$531,960.

Contract 40-132, Curran & Briggs, Limited, awarded for \$629,380.

Contract 40-133, Dominion Construction Corporation, Limited, awarded for \$581,360.

Contract 40-134, Angus & Taylor, Limited, awarded for \$614,300.

Contract 40-135, to James N. Pitts, awarded for \$562,050.

Contract 40-136, Sterling Construction Company, Limited, awarded for \$521,200.

Contract 40-137, to Storms Constructing Company, Limited, awarded for \$612,800.

Contract 40-138, to McNamara Construction Company, Limited, awarded for \$612,480.

MR. DREW: Q. To what proportionate extent were these contracts completed during or at the end of the fiscal year?

A. We estimated at that time the work was approximately 75 per cent. complete over all. It is rather difficult to say how far a road is completed, when you have a certain amount of grading and some finished surface, and others of it had not yet been cleared.

Q. It will run somewhat in excess of the tenders?

A. We have not yet the final figures; but it will run somewhat in excess of the tender amounts.

Q. Is that on account of the muskeg?

A. That is where the most of the additional work was required. The central contracts and the western contracts ran fairly close to the original estimates.

Q. What arises here, and which may or may not have any bearing upon it, in a case of this kind, how was the food supplied—by the contractors themselves?

A. Yes. I might explain that further, sir. In the building of these tote roads on the eastern contracts, I have further information here which I can quote. The contracts 40-129 to 40-136, the Department contributed on the cost of constructing the tote roads from the nearest railway siding to reach the job, approximately \$500 a mile, under the terms of the original agreement with the contractors, to reach these various contracts.

Q. How long would that road be?

A. There was approximately 147 miles—I have not the exact figures here—

constructed altogether in order to reach the jobs, of which 47 miles were constructed before the job was called, on the Seagram Farm area. That was constructed originally by our own surveyors in order to reach this central area, in 1939.

MR. FROST: Q. In that section how far was it from there up to the railway?

A. To reach contract 40-130, of Hadley McHaffie Construction Company, judging from the map, it is approximately 60 miles to reach the railway. It had to be broken according to the river crossings. To reach this particular job in here, 40-130, of McHaffie, it was necessary to cross the Pagwauchan River, better known as the Pagwa River.

MR. FROST: Q. How would that road be constructed?

A. Mostly by tractors. I have photographs here which show more clearly what was necessary to be done, than anything else would. (Photographs produced.)

MR. DREW: Q. Was that in addition to the contract prices?

A. No, sir, that was in the contracts, in the figures I have given.

MR. FROST: They were called upon to construct their tote road necessary to do the job, and take all their material in and then do their work from there?

A. That is right. In addition to that, they had, in many cases, to construct tote roads into the work, which the Department had nothing to do with. The entire construction work which was done was done at the expense of the contractors themselves.

Q. Approximately how much did you contribute?

A. Approximately \$500 a mile in order to enable the contractors to reach their jobs.

HON. MR. MCQUESTEN: Would some of those tote roads form the basis for local roads for the area?

A. Yes, in fact already the Department of Forests is using some of those tote roads to reach their towers.

MR. BELANGER: Those tote roads were constructed in what year?

A. 1940-1941, during the season of 1940-1941.

This is as to the method of getting in the material. It is tractor hauling in some cases a stoneboat. You see, the musket country is very soft, and only a tractor can do it.

Q. What time was this photograph taken?



A. Sometime in June or July. That caterpillar is going through anywhere up to two and a half to three feet of soft material.

MR. FROST: Would it have paid to construct a light railway?

A. No, the cars would not suit. These tractor trains are used almost exclusively in that area by mining companies and others.

MR. MCQUESTEN: It is used in lumbering operations?

A. Yes. In decent weather, particularly in the winter, they can use trucks; but during the wet weather they have to use caterpillars with stone-boats.

MR. DREW: Q. On what stretches of highway were those pictures taken?

A. South of Savoff, in here. (Indicating on the map.)

Q. Were those taken on the main highway allowance?

A. Those were taken on the tote road leading in to the highway, sir. I have other photographs showing the work in course of construction.

This is a photograph showing particularly the muskeg excavated ready for the fill material to go in. In the long sections of muskeg it had to be excavated and thrown aside. This photograph was taken of the drag line.

HON. MR. MCQUESTEN: Was this country covered with wood?

A. Yes, it was all covered with wood, particularly at the eastern end it was the regular northern spruce area.

I might explain that this is a typical section of the road, showing how the black muskeg material is excavated and thrown aside.

EXHIBIT No. 11: Photographs.

THE WITNESS: This batch of material shown at the side consolidates and packs down to form the shoulder material. But the central part of the road is filled with the compact solid material. The material which is excavated, muskeg material taken out of the centre of the cut will form a solid shoulder.

MR. FROST: What is the nature of that stuff, and how do you drain the moisture out of it?

A. In the ditches shown back from the right-of-way itself. We have, in that section, a 200 foot right-of-way, of which the central portion is taken up by the travelled road; and then, at a point approximately 50 feet from the centre line, we have constructed ditches to drain away any water which might form.

HON. MR. MCQUESTEN: What is the depth of those ditches?

A. Anywhere from three to five feet below the original surface of the



ground. The foundation of the road itself is taken right down to the underlying clay, which was fairly uniform at from five to eight feet below the top of the muskeg.

MR. FROST: Q. And the water can be kept back sufficiently so as not to bother the foundation of the road?

A. Yes.

AN HON. MEMBER: Q. You have explained that you went down for the pavement?

A. Yes, we found it necessary, in order to build this section, to excavate the muskeg and fill it in with solid material.

Q. The muskeg would have been maintained fairly well during the winter?

A. Yes.

HON. MR. MCQUESTEN: Has your experience up there been unique?

A. Yes, when we found these conditions, we were working at something which was entirely new to us.

I might mention that up north there is perpetual frost in the ground. It was a type of construction which was unique to our Department; and we had very little information on which we could go from the United States; and there was no other work known which was similar to this type of construction.

These are other photographs showing the placing of that central fill. Those are trucks hauling the sand, gravel and material to the excavated part. Here is the dragline taking out the muskeg material.

Q. What would happen if you piled a fill on top of that muskeg?

A. In time the muskeg would rot and sink, and it would destroy the top surface of the road; and we would be unable to keep a paved top on it.

MR. FROST: Q. You had to take the muskeg material out?

A. Yes. The only alternative was to build a corduroy top and fill on top of that. That is not a guaranteed type; and we did not use that here. In this type, we eliminate all that type of construction.

Here is a photograph of the structure at Longlac, which shows the size of the structures necessary to get across the railway and across Longlac itself.

Here is another one showing the rock work taken out by means of a gasoline shovel. These other photographs show completed sections of the highway built to the plan which I have deposited here.

MR. FROST: Q. It certainly shows a wide diversity of surface?

A. Yes, very wide, sir.

Q. Were these taken by the Department?

A. Yes, they were taken largely by our own staff.

Q. Were these taken at the time the survey was ready?

A. Yes, that was taken in the Seagram Industrial Farm Section, and in the vicinity of Lukinto Lake.

Q. In deciding on the route of that Highway, did you have regard to the type of country, from the point of view of opening up a possible agricultural area?

A. Yes, definitely, sir. We went through the best areas we could find from the balance of construction feasibility and the area which was to be served.

HON. MR. MCQUESTEN: And the construction of the best direct route?

A. Yes. Those were the two points we were tied up to, very definitely.

MR. FROST: Does some part of this highway go through land which will become farming country?

A. Yes, sir. You will see from the photographs on some parts of that right-of-way land which will become suitable farming country. That will require further study, and until that is done it would be impossible for us to say definitely as to some of it. That is true around the Seagram Industrial Farm section and the western one-quarter of the line.

MR. MCQUESTEN: That is not clay?

A. No, that is more sand. It also is in continuation of the Geraldton country—the same type of rock going easterly.

MR. FROST: Q. What is this picture?

A. That is in the construction of the line. Here is a railway crossing and an arm of the Nagogami outlet from Longlac. The construction goes across the narrows of the lake.

Q. That is an overhead bridge, is it?

A. Yes, that is an overhead bridge.

Q. Would you think it advisable to build an overhead bridge there?

A. The overhead bridge came automatically as part of the crossing over the valley. With very little additional height on the level of the bridge, we obtained a level crossing as well.

Q. What struck me was that the railway line went there close to the water?

A. They were following the river valley, and we were crossing it. The railway was going north and south and we were crossing it east and west.

Q. You were crossing the bridge, and had to bridge the river?

A. Yes, we had to bridge the river.

Q. But the bridge would be higher than it would otherwise have been necessary?

A. Yes, we made it slightly higher for the purposes of the overhead bridge over the railway.

Q. How much higher cost because of the overhead bridge?

A. I could not say that without study.

Q. To provide an overhead bridge for a road which has a minimum of traffic—there are thousands of crossings in this Province which are left as level crossings.

A. The explanation is that the land to the east was higher, and had to be reached by a grade; and by slightly increasing the height of the bridge it was possible to create an overhead crossing of the railway bridge at the same time.

Q. Is there any population in those centres?

A. The village of Longlac ———

Q. Geraldton?

A. Geraldton is approximately 35 miles to the west, and it is a main junction point, I might say, of the two railways coming together there. I might also say that it is slightly south of the line of the Trans-Canada Air Lines; and this road, I might add, follows approximately the line of flight of the Trans-Canada Airlines, and has been found, on several occasions, very advantageous to them for their pilots flying along there, by having a means to reach the ground, which they might not have had otherwise.

Q. While in relation to it that whole cost may not seem to be very important, it does seem to be rather unnecessary to put in a high level bridge on a road which has such very little travel.

A. In any new construction of highways at the present time we try to eliminate railway grade crossings wherever possible. And this was one which could be done very advantageously when it was done; but would require a great deal of expenditure if it was not done at the time.

By a very slight increase in the height of the bridge, it was possible to in-

corporate an overhead crossing at the same time. Now we feel it was the proper thing to do.

Q. Did you build any other high level bridges?

A. There were two other structures built of steel and cement. A great many of the bridges were built of timber; but I might add that they were built at the side of the road, so that when the time comes to build a permanent bridge it can be built without interfering with traffic.

HON. MR. MCQUESTEN: Are there any other railway crossings?

A. The only two other points where we touch the railway are Longlac and again at Hearst. That is the only railway crossing on the whole line.

MR. HENRY: Q. Would not a temporary crossing work there quite as well, and at considerable less money?

A. I just forget the distance, but that structure is getting close to half a mile in length across the narrow end of the lake. It would be almost impossible to build a temporary structure to stand there. The cost of a temporary structure, as against the cost of the cement work, would be very little difference.

Q. I suppose you follow the railway line around the lake. It went around the shore, didn't it?

A. Along the shore. It was actually a widening of the river at that point. If we followed the railway, we still had to cross the river at some point. If we had gone farther north, that would have been on the other railway leading from Longlac to Fort William.

MR. FROST: Q. What arrangement had there been with the Dominion Government with regard to the other stretch of highway commonly known as the Trans-Canada Highway, as to the proportion of percentage of the costs?

A. There had been various arrangements from time to time. There were almost yearly agreements, mostly for Relief Work. Fifty per cent. of the cost had been provided in some sections for Relief Work. In most cases the Department of Highways contributed the material costs, and the Federal Department the Labour Costs.

Q. Was there not there, under that work, a yearly contribution?

A. As far as I know, it was by yearly arrangements.

Q. Then the Trans-Canada running from North Bay to the Sault and from the Sault north?

A. Yes.

Q. That did not mean that there was automatically an assumption of the proportion of the cost if you would do the work, but that was specifically in regard to a specific piece of road?

A. That is my understanding that each one had to be settled by agreement from year to year.

Q. But there has been a contribution from the Dominion from Nipigon?

A. Yes, I believe so.

Q. There was a road at Batchewana north for a number of years?

A. Yes.

Q. And there was work done beyond that that the Dominion had contributed to, as well?

A. Yes, they had contributed.

Q. Did they contribute anything to the road between Port Arthur and Nipigon?

A. Yes, I believe contributions were made there; that was done largely by relief grants. That was before my time, and I could not say as to it.

HON. MR. MCQUESTEN: That was before my time, also.

AN HON. MEMBER: And of course from Fort William.

MR. DREW: I have no other questions.

MR. HENRY: Q. The work on the eastern section, which I heard you describe, could have been done more economically if you had not been in so much of a hurry, if the Department had spent a year, and if its engineers had spent a year in locating the road?

A. Possibly, sir, if we had spent a year or two locating the right-of-way through the country.

Q. And the contractors would have been able to bid more intelligently?

A. That is likely, sir.

A. You had to have the contractors find their own gravel?

A. Yes.

Q. As it was, they were gambling whether they could find it within a mile or ten miles?

A. Yes.

Q. You pay for the gravel on the road?

A. Yes, our contracts are for the gravel in place on the road.



Q. That makes it rather difficult for the contractor who does not know the location of the road, and does not know where the gravel is to be found?

A. That is true, sir.

MR. DREW: Q. There is just one question I would like to ask as a matter of general practice. In the case of the food and other supplies, contractors' supplies, going into that area, has the Department anything to do with that at all?

A. Only for our own camps. The contractors arrange their own food supplies and other supplies; and they had to bring in their dynamite and oil.

Q. Is that the usual practice?

A. Yes. As I previously mentioned, the circumstances were unique in our experience. We have had experience where contractors have had to go in a considerable distance, seldom more than 25 or 30 miles. In this case they had to go in for considerable distances.

Q. Food and other incidental supplies not connected with the actual construction, in the ordinary course of events that would be handled by the contractors themselves?

A. Yes, sir, they had to make their own arrangement in regard to supplies.

MR. DREW: I have no other questions.

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A. ST. CLAIR GORDON, Sworn. Examined by Mr. Frost:

Q. Mr. Gordon, this inquiry is directed to the profits the Province makes, \$13,000,000—in the Public Accounts at page 27—and also to the \$750,000 for permit fees, at the same page. And then a general question arises out of that, going into the costs and the price paid by the public for (a) Beer, (b) Wine and (c) Liquor, to the manufacturers' costs, Dominion taxes, and the administration costs and profits of the Board.

Now, Mr. Gordon, first of all perhaps you might give us a general outline as to how the profits of the Board are calculated on your costs? That is, I know, a general question, but perhaps you could give us a general outline of how the profits of the Board are calculated?

A. Of course, if you take that statement that I have given to Col. Drew, you will get our profit and loss statement. Of course the arranging of profits, in the first place we buy goods. The total selling agency for the distillers in the Province of Ontario is the Liquor Control Board. And all imports are sold through the Liquor Control Board's stores.

I might say that, as far as our import business, the importation of spirits is only about twenty per cent of our business. The balance of it is practically all

from the Canadian distillers, naturally we pay the standard price; and our profit ranges, after paying taxes to the Dominion Government—which run into a lot of money—we naturally add a profit, and our profits will vary from twenty-eight per cent to 38.5 per cent.

And on our own bottles—in addition to our selling, we carry on a bottling plant at the corner of Simcoe and Wellington streets, whereby we import spirits in bulk, and we do the blending and bottling there, on which we make a higher rate of profit.

A MEMBER: How high?

A. I can give you an idea here. We probably go as high as 48 per cent gross.

Q. Is that before or after?

A. That is on the selling price to our stores.

On our Canadian lines, they vary. This is 30 under proof whiskey, which we get a low profit on; and that has become a large selling line.

MR. FROST: Q. Mr. Gordon, on what basis is your profit calculated. Is it calculated on the price which you pay generally to the manufacturer plus the Dominion Government taxes—is your profit calculated on that?

A. Plus freight, insurance, and sales taxes, plus our profit. I might say that our rate of profit is based this way: We have the American markets to contend with as well as the other Provinces. Our prices in the Province of Ontario, I would say, are cheaper than in any other Province of the Dominion.

Q. Supposing the Dominion Government levied an additional gallonage tax on liquor, do you calculate then your new cost on that added gallonage tax?

A. That is right. You see it is part of our costs.

Q. The point is that other businesses are not permitted to do that. How is it that the Liquor Control Board can do that?

A. Of course we do not come under the Wartime Prices and Trade Board at all.

Q. Don't you think you should?

A. If we were selling under the Province of Quebec prices we would have the Province of Quebec buying all our goods.

Q. You control your sales, don't you?

A. Yes.

Q. And you would not sell to people in the Province of Quebec, but would sell to the people in the Province of Ontario?

A. Up until the time of the last Dominion restrictions—we have to keep our prices down to give the benefit to the people here.

Q. There 's not any dispute about the point, then, that the Liquor Control Board does charge a profit on Dominion taxation?

A. Yes.

Q. You do?

A. Yes.

Q. And the last time that Mr. Ilsley raised the gallonage tax—

A. By \$4.00 a gallon.

Q. You did not simply add the tax, but you added your profit on that \$4.00?

A. Yes.

Q. That is a point which we think is unfair?

A. That is another form of control.

Q. Isn't it another form of taxation?

A. No, I take it that is another form of control, for the simple reason that we are beginning to see the results of that now.

Q. By the increase in bootleggers?

A. No. I cannot see the advantage of any bootlegger buying and selling at less than any liquor store in Canada, in view of the fact of the tremendous shortage of spirits on this Continent.

Q. Are we not getting back to the old days now of fifteen or more years ago, when it became profitable for bootleggers to make liquors by their own stills and undersell the trade?

A. No. If it is, as you say, that the bootleggers are selling at less than through our stores, it is a foregone conclusion that they are not buying this liquor from any liquor store. A man is not going to our stores and pay \$5.00, and selling it to you for \$4.50.

We would appreciate, as a Board, being advised if that is really being done, unless it is merely hearsay.

Q. In the old O.T.A. days by reason of restrictions, and so on, it was found that there grew up a great many unlicensed manufacturers in Ontario, what we call bootleggers, by reason of these very high costs. Don't you think you are going to run into the same condition again? In other words, that the

prices being so high that the cost becomes almost prohibitive; and you will run into the same difficulty as in 1926, when there were so many bootleggers.

THE CHAIRMAN: When you speak of bootleggers, you are speaking of unlicensed manufacturers?

MR. FROST: I am simply dealing with one problem. I understood that was one of the great difficulties in Ontario in 1926. If your costs to the public, which include the manufacturers' costs, the administration costs, the Dominion Government taxes and your huge profit added on top of that, if it gets it up to be prohibitive—

A. The Dominion taxes have gone up from \$7.00 to \$11.00 on manufactured goods; and now up to \$12.00, you may be justified in saying it tends to illicit manufacturing.

Q. Aren't you adding to the trouble by adding a profit on top of the Dominion taxes?

HON. MR. MACAULAY: In other words, Mr. Gordon, why not be satisfied with making \$10,000,000 instead of \$17,000,000?

A. On the other side, we are being accused of too many people buying liquor. But the price is a certain form of control.

MR. FROST: Q. If you have only a certain amount of liquor, no matter what the price is, if you ration it, that is all you have to sell?

A. That is probably true.

Q. Then are you not upsetting our economy when you get the Budget of Ontario up to close to \$20,000,000 a year from the liquor traffic?

A. We have had two or three increases in price—three, by virtue of the Dominion taxes. The question comes up whether we are justified in adding a profit to the taxes, which we were forced to do, as far as that is concerned.

Q. As a matter of public policy, the Wartime Prices and Trade Board has expressly forbidden retailers to do anything but to pass on the additional taxation to the consumer. Why does the Ontario Liquor Control Board avoid that, and add to what already is a very large profit an additional profit on that taxation?

A. At the time the Wartime Prices and Trade Board—in the first place, they left it entirely in the hands of the Province. Then they felt that they had no jurisdiction over that part of this business, even though they have control of the manufacture and the distribution of the liquor made available by manufacturing or imports.

AN HON. MEMBER: Q. At the time you made those profits did you turn over all the profits to the Province, or do you keep a nest egg?

A. Naturally you cannot turn over all your profit until you have turned over your inventory at the end of the year. We have to keep some cash on hand, as we are doing business every day.

MR. FROST: Q. You keep about three and a half million dollars on hand, don't you?

A. Oh, no.

MR. COOPER: Q. When Mr. Ilsley raised his tax the last time, is it not the fact that he compelled you to raise your cost?

A. Yes, we had the alternative of adding the \$2.00 tax plus sales tax, or not have our account guaranteed. We have the other alternative of a further profit and having the guarantee. We took the last, because we have no control over the supply available. That is entirely under the Dominion Government supervision.

MR. FROST: Q. You took Mr. Ilsley's \$2.00?

A. Plus the sales tax, you see.

Q. And you not only passed that on to the public, but you added your profit on the top of it and passed the whole thing on to the public?

A. Yes, that is right.

Q. It seems to me you have gone Mr. Ilsley one better?

A. No. In November, 1941, and in November, 1942, we had a slight increase in the gallonage sold of approximately six per cent, but in December, 1941, and in December, 1942, we have an increase of 5.6 per cent with all the restrictions put on.

Q. Let us take it from another standpoint—

MR. COOPER: I think Mr. Frost is mixed up here. My information is that on the last raise Mr. Ilsley got \$2.16?

A. Yes, that is right.

Q. That is \$2.00 plus the sales tax?

A. Yes.

Q. And then the Board got only its profit on the other?

A. Yes; there was no profit on the \$2.00; but we added our \$2.00 for Ottawa, plus the sales tax, \$2.16; then we added \$2.00 further for the Liquor Control Board, which was in the settlement with Ottawa; and that was all.

MR. FROST: How did you arrive at the amount of the cost?



A. That is as close as it can be worked out per gallon. We made no additional profit on that other than the \$2.00.

Q. On this last \$4.00, you say you did not add a profit over and above that?

A. That is right.

Q. But you did on all other forms of tax?

A. Yes, but not on this last settlement with Ottawa.

Q. Actually the 75 cents for a 40-ounce bottle will be the increase?

A. Yes, \$4.16 per gallon.

Q. I was going to ask the Board for a breakdown of the increase.

A. We can give it to you right now, if you want that.

Q. Just a moment. Following up Mr. Macaulay's question as to whether as a matter of public policy the Board would not do well instead of trying to make \$17,000,000—a tremendously high profit—to aim at an objective of \$10,000,000 and keep it there; and if sales increase give the public the advantage of the lower cost, the same as any other business would. In 1940—these are just round figures—in liquor you sold 22.8 million dollars worth of liquor. Your expenditures were \$1,800,000—that is your overhead costs?

A. Yes.

Q. Your profits on that period were \$6,800,000. Now, in 1941, you sold 26.8 million dollars, and that is an increase of about \$4,000,000. Your overhead expenses were exactly the same, \$1,800,000; and your net profit went up to \$7,100,000. In 1942, that is last year, there was a huge jump up to \$33,000,000 in sales.

A. That is right.

Q. Your expenses only increased by \$100,000 from \$1,800,000 to \$1,900,000; and your profits went up to \$8,900,000 on that kind of liquor. Let me ask you this: Would not other businesses, if doing an increased business at the same overhead, give their customers the advantage of lower prices, instead of jacking their price up? Is not that fair, as a matter of public policy and fair dealing with the public?

A. I do not know. You are in an altogether different business. Here is what you have got. It is not a case, from the observations I can make of it, that people are drinking more, but it is because of the economic conditions more people are purchasing.

MR. DREW: They drink what they buy, don't they?

A. Yes. And we are in a commodity which is going to disappear. Our

Scotch people are on a ration now. On top of that we are under the control of another government. And price is a marked factor in control.

HON. MR. MACAULAY: Not if you fix a gross output and sell no more than that.

A. That may be true, but no one can tell how many permits will be in existence in a year.

MR. FROST: Or how many will be in one family.

A. Or how many will be in one family. It is the same thing, if you get into permits, we have always had a 25 cent permit, for years. Some Provinces don't have it. As I recollect, Alberta has always had it up to this time. If the public will go in and pay 25 cents for their purchases, instead of paying \$2.00 for the year—

Q. The 25 cent permit was not a control, was it?

A. Of course, that was put in before I came on the Liquor Board.

Q. You have increased your sales largely?

A. No, I did not. It is the condition in the country that has increased sales.

Q. The 25 cents was not a control, it was another way of getting an additional 25 cents out of the customers?

A. No, we have so many people who own a \$2.00 permit, but some would rather pay 25 cents. Then we have many thousands who only buy once a year.

Q. How many of those permits did you issue last year?

A. We sold 4,400,000.

Q. More than the population of Ontario. And actually, as I understand it, those things were never even tabulated?

A. Oh, no, those things are kept. Those things actually come into the Police Court.

Q. Can you tell, for instance, that John Jones, who bought a case of liquor at Cornwall, and then went to Lindsay and got another case?

A. If he got into any difficulty and the Police asked for it, we can produce his permit.

Q. Did you ever find out from the 25 cent permits who is making the big purchases of them?

A. We have, yes, but it is a very difficult thing, I grant you.

Q. There is not any control feature to it?

A. The control is, Why do people pay 25 cents apiece for them when they can buy a year's permit for \$2.00?

MR. HENRY: It is because there is no record of it.

A. There is a record of it.

Q. Otherwise, why would they pay 25 cents for that permit when they could get a year's permit for \$2.00?

A. They are dead now, anyway, so that there is no longer an argument about that.

MR. FROST: Q. The 25 cent permit without any control really added on about another \$1,000,000 tax to the people who bought them.

A. They had the option to buy a \$2.00 permit.

Q. But actually was not the Liquor Control Board encouraging the sale of that type of permit really for the purpose of making a profit?

A. I do not think so. Take the gallonage sold in 1929, that was the year I would say of prosperity, conditions were good. We sold in this Province 1,743,760 gallons of spirits in 1929.

Q. And in 1940 you sold 22,000,000?

A. In 1942 we sell 1,911,201 gallons of spirits. In other words, we have an increase there of 9.6 per cent in the sale of spirits from 1926 to 1942. But the increase in our population was much larger. We have not gone beyond the trend of the times.

Q. I am going to another question which has been raised. Would it not have been sounder for the Liquor Control Board to have issued a permit made for a year, at, say, twenty-five cents, and that permit to contain all the information that the \$2.00 permit contains, and give it to the people at the cost of distribution? Why would not something of that kind be done?

A. As I say, there is a lot of merit in that; there is not any argument about it.

The 25 cent permit is out now, and there will certainly be a far better record. It would mean that everyone in the Province would have an annual permit.

Q. No, it would mean that any person who wanted the permit would pay 25 cents and that would be good for a year.

A. I have always felt, going into this Board as I did just prior to the war and with the tremendous increase, that as long as we maintain control of our

gallorage and we are not increasing it, it comes back to the theory that there are more people working and there will be more people purchasing.

Q. I agree with that, but the point is that these profits, when they get beyond a certain level, actually assume the form of tremendous new taxation on the people, when you get beyond the normal profits—you can call anything you get down there a profit, but when it gets beyond what is reasonable, it is just another way of taxing the people.

A. Of course you come back to the turnover of \$33,000,000, and we have a profit of \$3,039,000 out of sales of \$33,000,000. That is not out of proportion for any business. Then you should take into consideration where we get our other revenue.

Q. I take issue with you on that. You have an absolute monopoly and there is no competition. There is no selling costs or any possibility of meeting a loss, for the reason that you can always add on your overhead costs to the public. It seems to me, under ordinary circumstances, that your rate of profit in 1940 of \$37,800,000, in 1941, of \$33,400,000, and in 1942 of \$33,700,000, is exorbitant to make under those circumstances. I think this, that if this were a hazardous business and you were facing competition in business, this might be justified; but where you have an absolute monopoly, it seems to me that that amount is grossly in excess of what the profits should be.

A. Of course, take last year, which you referred to, our sales increased \$6,000,000 and added an extra cost of \$100,000. If we had an increase in population here of another million people, our sales could possibly go up another \$6,000,000 in the same proportion.

Q. Take your figures right there. You sold roughly speaking \$6,000,000 more in hard liquor in 1941 than in 1942.

A. In sales.

Q. And that was done at the small additional cost of \$100,000 a year and yet your profits went up nearly \$2,000,000.

A. Yes, but, look, we had a chain of stores, and for the little extra business every day it is not going to cost any more money, and we maintain these prices at all our stores right across Ontario. You can buy in Geraldton at the same price as you can buy in Toronto.

MR. COOPER: Q. Isn't it a fact that this tax is a voluntary tax. If the public do not want to pay it they do not have to?

A. They do not have to purchase.

Q. Did you install the system of 25 cent permits after you went into the office?

A. No.

Q. It was done by your predecessor?

A. Yes, and there has been a big demand by people who only purchase once or twice a year.

Q. What about tourists coming into the country?

A. We have special permits for tourists. They can buy a permit for \$1.00 which lasts them a month.

MR. FROST: Q. Coming back to the Dominion Government taxation, what is that total now?

A. \$11.00 on domestic, and \$12.00 on imports, per gallon.

Q. That is levied by whom?

A. The Dominion Government. In addition to that we pay our sales taxes and freight and insurance.

All our purchases are f.o.b. factory in Scotland. We buy delivered from the Canadian distillers.

Q. Where is the Dominion tax levied? For instance, on liquors manufactured at Corbyville—on what does the Dominion base their tax, upon the bulk delivery at Corbyville?

A. Corbyville pay it as they release it out of bond; then it is charged to us, and we pay them.

Q. Corbyville then is actually the collecting agency for the Dominion Government?

A. Every distillery has a Government bond excise department right in it.

Q. Take the \$2.00 excise tax, that would be levied on new sales then at Corbyville?

A. That is right. And they would bill us with the \$2.16; and then we add our \$2.00 on top of that when we get it, and distribute it in our stores.

Q. Then let me ask you this: The Dominion would get \$2.00 then on new gallonage sold at Corbyville. But what about the stock that was already on your shelves?

A. That is a further profit to us.

Q. That is what I am coming to.

A. After all, we are administering this for the people of the Province. It is their company.

Q. What you actually do then is this: You have about \$5,000,000 of stock on your shelves, or is it more than that?



A. At the end of March, 1942, \$5,283,000. But that is not all out of bond. We have not paid all our taxes there. You will see an item there that is to provide for the taxes when that is being cleared—on our imports. If this is the question you ask, what we have in our inventory in our stores, we have made an extra profit of \$2.00 on that.

Q. Mr. Ilsley, on the 3rd of March, raised the Dominion tax by \$2.00. The fact is that on liquor that you had already paid a lower price for, you increased the price an additional \$2.00?

A. I can say that is what we have always done, and we feel that it is a further form of control.

MR. GOOPER: Q. Mr. Frost, when that tax was put on, if they did not raise their price there would be a line of people trying to get in to buy out the stock before the tax was put on?

MR. FROST: Until we get over the point that we have got that stock taken up, don't you think you should say, We will lower the prices on everything until that is sold out?

A. In my opinion you would not have had any liquor here in thirty days. Every other Province has done just what we have done. And you would have had all the people purchasing; and we have had enough purchasing as it was.

Q. You people are supposed to be in the control business?

A. That is right.

Q. You can say to people, You can only buy a bottle, or two bottles?

A. Then you would have to cut it down to one bottle every two weeks. The Province of British Columbia to-day has it a bottle a month.

Q. Mr. Ilsley said to you that, in order to take care of the Dominion gallonage tax, you would have to charge 75 cents a bottle on a forty-ounce bottle?

A. That is right.

Q. Actually on every forty-ounce bottle you had in stock you made that as a clear profit?

A. On what we had in our stores and what we have paid our duty on.

Q. So that his announcement resulted in 75 cents a bottle?

A. Yes.

Q. And the Dominion Government got it all?

A. Yes, and the Province of Ontario got it all. And the Province of Ontario got into the position that when these inventories have been depleted

some one will have to pay it then. It belongs to the public and it is the public's business.

AN HON. MEMBER: If you had not raised the price, the Provincial Government would have had to tax the people of this Province in some shape or form for whatever you had lost?

A. We would not have been able to give the revenue that we have given them.

Q. If you had made \$2,000,000 less profit, the people of Ontario would have had to be taxed another \$2,000,000?

A. That is right.

MR. FROST: Q. The Liquor Control Board in passing over these huge sums to the Province of Ontario are in the position that from time to time, by jacking up and altering the price and taking advantage of the situation, such as they have, they are actually imposing new taxation on the people?

A. No.

Q. Let me put it in this way: I think that we estimated—this has never been denied—that since 1934 through the Legislature here there have been twelve new forms of taxation imposed. Actually the Liquor Control Board by increasing these prices is imposing another form of taxation?

MR. CLARK: Mr. Frost uses the word "tax" in one sentence, and turns around and calls it "profit" in another?

A. It is a case here, Mr. Frost, that this commodity is sold in a competitive field all across Canada. If our prices are not in line on standard lines—most lines we sell are standard goods and known the world over; and if you can buy it cheaper anywhere, you can do so.

In the Province of Quebec to-day, you have, in Hull—at one time they would not sell it to people from Ontario, because they said they would not allow another Province to buy them out of business. And we have the United States boundary to contend with, too.

MR. FROST: Q. On the other hand, a person is not going to come from Detroit and take a street car, to buy a bottle, and then run the risk of paying the duty going back into the United States.

A. If they had not curtailed the manufacture over there, the Dominion would have had to reduce prices in Canada, because there was an active competition along the border in the Dominion of Canada.

MR. FROST: My contention is that profits, within a reasonable amount, are what the Government of Ontario can make in the matter of selling and controlling the distribution of liquor; but when that profit becomes exorbitant and altogether out of line it is too high a tax.

MR. CLARK: The people who do not drink do not pay that tax.

THE CHAIRMAN: Does the Board ask anybody to buy liquor?

MR. COOPER: There is no asking the people to buy liquor?

A. No, just the reverse.

MR. FROST: Q. Now, let us get on to another matter:

You mentioned a moment ago, at the commencement of your evidence, that you made up to, I think, as high as 46 per cent on liquor which you bottle yourselves?

A. Yes, that is right.

Q. Now, may I ask you this. Just describe to us how you buy that liquor and how you account for that profit?

A. In the one case you are importing the goods in bottles, and glass in cartons; and that comes over here at a definite strength of spirits. On the other hand, you bring it in in hogsheads, as it is called, a 40 or 50 gallon barrel, and we dilute that to the strength which this Board has; and we have our distilled water, and we cut it with water down to the proper strength.

Q. Then you take this liquor which comes in from Scotland in barrels?

A. Yes.

Q. And you pay to the Dominion Government, or whatever Government you pay the taxes to, on the contents of that barrel?

A. Yes, on the proof spirits.

Q. Then you turn around and water it and how much tax do you pay on the water?

A. We do not pay any tax.

Q. How much tax do you pass on to the people?

A. We only do in our bottling plant just as they do in any other distillery in the world. They do not sell the liquor in the strength it is in the barrel.

Q. You pay taxes on the proof spirits?

A. As it is in that barrel. And then we reduce the strength. It gives us more profit.

Q. Then you make a profit on the water?

A. And that is what every other distiller does the world over.

Q. I would like to pursue that subject a little further. Actually what happens—I was going to take certain brands of liquor and trace them through two or three years, to see the difference. Actually, when you order liquor, how do you figure out your cost on that? Perhaps Mr. McGeachie has figures on that?

A. Yes.

Q. On that class of goods which you label on the bottle imported in bond and bottled by the Liquor Control Board?

A. We import it in wood and it is bottled by the Liquor Control Board.

Q. You make how much percentage of profit on that?

A. Oh, 48 per cent, I would say.

Q. 48 per cent on selling that?

A. Sure.

Q. That is pretty high taxation, I would say.

A. You must remember the fact that if we bought that in the bottles—there is one thing on that that I want to get made clear. Instead of buying this in the bottles at strength which will sell, say, at \$5.00, we bring it over in barrels and treat it exactly the same as they would do in any other distillery. We actually sell it at \$5.00 but we make a higher rate of profit.

MR. COOPER: Mr. Chairman, a lot of members here want to attend another meeting. It is now a quarter after 12, and I suggest that we adjourn now.

THE CHAIRMAN: I cannot be here to-morrow.

MR. COOPER: Then let us say on Thursday at 10.30.

MR. FROST: All right.

At 12.20 p.m. the Committee adjourned until Thursday, April 8th, 1943, at 10.30 a.m.

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#### EIGHTH SITTING

Parliament Buildings,  
Toronto, April 8th, 1943, 10.00 a.m.

MR. HAGEY, Chairman of the Committee.

THE HON. A. ST. CLAIR GORDON, recalled.

MR. GORDON: You were going to ask a question about the 75 cents for 40-ounce bottle?



MR. FROST: Yes, but now I do not think it is necessary.

MR. DREW: Might I have this sheet for my own information? (Referring to a sheet handed in by Mr. Gordon on "Proof," "Underproof" and "Overproof.")

MR. GORDON: Yes, and I will give you this memo as to the breakdown for retail consumers' prices.

MR. FROST: Q. Mr. Gordon, before you leave, there was a point I wanted to ask you about. I do not want to get into a lot of technical arguments as to proof spirits, and pure alcohol—that is too technical for an ordinary layman. I understand that the Liquor Control Board does put out a product which they call "pure alcohol"—I suppose for all intents and purposes it is pure alcohol—does that mean that it can be used for drinking purposes? But this alcohol is 95 per cent pure, and it is termed pure alcohol, and it is used for druggists purposes only. I understand this, that the liquor stores put that up in 20-ounce bottles, I believe?

A. Yes.

Q. And these 20-ounce bottles are sold to prescription drug stores. I suppose that that alcohol is used for various medicinal purposes, depending upon doctors' prescriptions. I understand that the price of that alcohol, which is supplied for druggists purposes, that is for use on the part of sick people of the Province. Twenty fluid ounces of that sold for \$3.10 before the last budget, and now the same 20-ounce bottle costs \$3.90, which is an increase of 80 cents. Now, that 80 cents, I assume, is probably calculated upon and includes the Dominion Government tax in connection with that particular brand. Now, as regards that decision of the Liquor Control Board, in connection with that alcohol, which is used for medicinal purposes, what is the margin of profit charged by the Liquor Control Board for handling those 20-ounce bottles of what is called pure alcohol which is used for medicinal purposes?

A. I have not got that; but our mark-up is lower than it is on beverage liquors.

Q. Can you tell us what the mark-up is on that?

A. It would be less than 20 per cent. Without going on record as to our costs here, I would say it would be less than 20 per cent.

Q. Is your profit on that, outside of the last increase which was levied by the last Ilsley budget—is your profit prior to that calculated on the Dominion Government taxes which were levied on that particular brand of alcohol?

A. Basically, when we purchased it it included the Government tax.

Q. From whom do you purchase it?

A. From the distiller—Corby's.

Q. Corby's supply you with what we call pure alcohol, and it is used for medicinal purposes?



A. For druggists purposes.

Q. And your profit is again added on to the 20-ounce bottle, which includes all the Dominion Government tax.

A. That is right.

Q. Do you think that it is really fair for the Liquor Control Board to charge 20 per cent on that class of alcohol which is largely or altogether used by prescription druggists, to look after such things as doctors prescribe for sick people?

A. The sale on that is very, very limited. One of the reasons for that is the price on it.

Q. I would point out that there is considerable complaint on the part of druggists and, I believe, doctors as well, at the cost of medicines which require in their content this pure alcohol?

A. You can see we have one hundred and thirty stores, and we have to distribute that all over the Province; and it is sold at the same price all over. In other words, 20 per cent is not a high margin for that, on account of its limited sale.

Q. In view of the fact that the Government Liquor Control Board is for the purpose of distributing these matters equitably—we admit the high cost of sickness and the high cost of doctors—don't you think the Liquor Control Board should reduce that price?

A. If you look into the high cost of medicines all over the world, you will see there is no difference. The big sale there is for the laboratories.

Q. But you sell to some of these big people without Government tax, do you not?

A. No, everybody pays it.

Would you like Mr. McGeachie to explain that?

Q. Yes.

MR. McGEACHIE: Those particular class of purchasers, provided they have satisfied the Excise Department, are allowed to get a rebate subsequent to their purchases from us.

MR. GORDON: In other words, they pay us.

Q. The Dominion Government have recognized that hospitals and big users, I suppose, for instance, Hartz Company, and other people like that, who buy in large quantities for certain type of medicines, eliminates this big tax?

MR. McGEACHIE: Not usually; but for the Toronto General Hospital, for instance, yes.

Q. Don't you think it would help if you eliminated your profits on this type of alcohol which goes for the use of druggists?

A. I think the best answer to that is the way—

MR. BELANGER: Q. Is it not a fact that if you were selling that at cost, taking into account your costs of purchases, your costs of storage, your cost of handling, and your cost of distributing and disposing of it, you would be selling at a loss?

A. Yes. There is our distribution all across the Province.

MR. FROST: Q. My point is this: Supposing you simply added on a profit which you might call just a handling cost of 5 per cent on that, don't you think that would be fairer to the drug trade than the present profit of 20 per cent which you have now?

A. From the point of control, I cannot agree with that, for the simple reason that we have another Province not far from here which sells whisky blanc, of which we sell very little here in Ontario.

In other words, our sales are tremendous in our own spirits and whisky. In the other Province it is all whisky blanc, which is made from alcohol.

I do not think the profit of 20 per cent is exorbitant for an equitable distribution all over the Province. And any hospital can apply to the Dominion Government and get a rebate of the duty paid.

All these large drug companies buy direct from the distiller, with a permit from the Excise Department; and we are simply notified of the purchase being made. In other words, we do not come into that picture at all. The large men like Ingram & Bell get a permit and buy directly from the distiller. We are notified of that as well, but we do not get any profit on it.

MR. FROST: It does seem to me to discriminate against the druggists, which are an important class of business.

AN HON. MEMBER: Mr. Gordon, I understood Mr. Frost to ask you about the cost of distribution of this special type of spirits, and he suggested in his question that it should be less than five per cent. Did I understand you to say earlier that you have no actual estimate of what your actual cost of distribution of this alcohol spirits is?

A. No, the remark we made was that our profit was figured less than twenty per cent on that.

Q. But how much less it would be impossible for you to say, on this druggists alcohol?

A. We did not bring our costs here on this druggists alcohol; but we feel it would be less than twenty per cent gross. We have not any record here of how much we sell a year.

THE CHAIRMAN: Order.

AN HON. MEMBER: Mr. Gordon, is it fair to say that if the costs were reduced it might create difficulties in showing the distribution of the alcohol and the marketing of prescriptions?

A. At a profit.

THE CHAIRMAN: Q. Mr. Gordon, is there very much of this sold?

A. Very little, because large manufacturers have permits and buy direct from the distillers under a permit from the Excise Department, on which we get no profit.

MR. FROST: Q. I am talking about the prescription druggists in Ontario, who are being charged, they think, a very high price on these 20-ounce bottles of alcohol used for prescription purposes, and my suggestion to you is that your profit on that should be lower, and that the persons and the sick persons should be helped by receiving that particular type of medicinal alcohol at a lower price?

A. The biggest part of the cost of it would be the Federal uses; and every druggist that buys or sells rubbing alcohol—we have a special staff that has to go to those stores every month or every two months to see that the sales are not being overdone, and that it is going for medicinal purposes.

Q. You would only do that in the case of a man who buys a lot?

A. Oh no, we cover every druggist in the Province. They buy the alcohol to make it into rubbing alcohol. I am afraid you may be getting me into technicalities about which I do not know, but Mr. McGeachie can answer that.

MR. DREW: Q. Has there not been quite a substantial increase in the sale of that alcohol just recently?

A. No, I would not say so, no.

MR. MCGECHIE: This particular alcohol is not sold for beverage purposes in Ontario.

Q. But is not that the alcohol that is popularly known as rubbing alcohol?

A. Oh, no.

MR. MCGECHIE: That is rubbing alcohol which is prepared particularly for druggists.

Q. Since we have extended the discussion on this, in the purchase of the whiskies and other spirituous liquors, do you buy direct from the distillers, or do you buy it from agents?

A. We only buy it direct from distillers; we do not recognize any agent.

Q. Are there no agents at all receiving commissions?

A. Not to our knowledge. We only deal direct with distillers.

MR. FROST: Have these distillers agents in this country?

A. The Distillers Corporation, one of the largest corporations in the world, have an office in Toronto, and we send our orders direct there.

Q. Don't the agents deal with you in arranging for the orders?

A. No, I have not talked to a Canadian representative of any distiller, only our own, that is Walker's, Seagram's, and those.

Q. Of all the brands which you have of these imported Scotch, do they maintain agents in this country?

A. Not to my knowledge. The Distillers Corporation have an office here in Canada; and that is a subsidiary company. The Distillers Corporation is a group of distillers, and they have a man over here and an office.

Q. But are some brands not represented by the Distillers Corporation—how would you deal in those cases?

A. As a matter of fact, this might give you what you are leading up to. I think there have been only three lines added to the Liquor Board since 1938. One man flew out here directly from England because we would not deal with the agent.

Q. What brand is that?

A. That was the Weston's Distilleries; and we placed an order with him there direct.

Q. They had an agent in this country?

A. No, no agent; he flew here from Scotland.

There is no argument about it that people will write to England and get an agency, and then come to the Liquor Control Board and want to have it listed; and I have always refused and said, Have your principal come here and we will deal with him, if it is a standard line and the goods can be sold.

Q. The Distillers Corporation have a large number of imported lines?

A. Yes.

Q. What lines—could you give us some of the principal brands?

A. I have got a list of them here, but I am not acquainted with all their lines.

MR. MCGECHIE: George Ballantyne & Sons, Limited, of Glasgow; that is

a subsidiary Company to the Walker group. We order directly through the Glasgow office.

Q. What is the difference between an incorporated company and a company like the Distillers Corporation, and a private individual—where is the line drawn?

A. What do you mean?

Q. You say there is an office in Toronto that you deal directly with?

A. No, no. Just explain our position with the Distillers Corporation.

MR. MCGECHIE: Every order for our goods goes direct to the manufacturer or the shipper abroad. In negotiations where they are conducted by correspondence directly from our office, there was the parent office.

While it is true Mr. Gordon mentioned the Distillers Corporation, that was a subsidiary company of the Distillers Company of Great Britain—that is a great Scotch whisky combine which embraces such firms as Johnny Walker, Buchanan, Haig's White Horse—

Q. Are they members of the Distillers Corporation?

A. Yes.

MR. MCGECHIE: And Dewar's line of the same firm. You see, Walker's Red Label and Walker's Black Label are some of their brands.

Q. And the Distillers Corporation of Canada?

A. No. The Distillers Company is a subsidiary of the company in Great Britain.

MR. DOUCETT: In connection with the sale of beer, has your Board approved of a series of advertisements advertising the nutritional value of beer?

THE CHAIRMAN: Order, please.

A. No, I know of no approval there. You see, the law has always been, No Advertising in Ontario.

There is something that I have approved of—why this is on the Liquor Board, I do not know—but, as the Dominion Government Order now stands, they have complete control of all advertising. Have you got the pamphlet?

Q. No, I have not.

A. I think you are referring to a bulletin put out in the Province of Quebec by one of the brewers there, of which we have no knowledge.

Q. Do you know, has that bulletin received the approval of the Dominion Government?



A. I do not know.

Q. But you say there is no advertising at all that the Board here have approved of, advertising the nutritional value of beer?

A. Prior to this Dominion Government Order about the only things we were approving of were for the sale of Victory Bonds or War Savings Certificates.

There was a brochure put out by the Wine industry. I do not remember any material on nutrition. We have a record of everything we have approved of.

MR. DREW: Q. When you say they were permitted to advertise for Victory Bonds, War Savings, and so on, were they permitted, on that occasion, to discuss the merits of their wares?

A. No, just the sale of bonds, with their name on the bottom of the paper.

Advertisements have appeared here in the last few months for the sale of industrial alcohol, that were put out by the Walker Company, that was approved by Ottawa and not by this Province.

Q. As matters stand, supposing Ottawa approved of advertising, would advertising be prohibited?

A. No, I think they have taken the matter out of our hands. As far as I am concerned, if they get an Ottawa approval, I think I would approve of it too.

MR. DOUCETT: It appears in this way, that if that type of advertising is conducted, and the sale of beer actually rises, how are you going to keep within your quota?

A. I think that any brewer who advertises to-day is just throwing money away, because he cannot supply the demand that there is.

MR. DREW: Q. Still the automobile companies are advertising cars, although they haven't any.

A. They are thinking of their profits.

THE CHAIRMAN: Mr. Labelle, Order, please.

MR. FROST: Q. In the sale price of liquor where do you put the Sales tax—where does it come in?

A. We have to pay sales tax on the price that we pay for our materials.

Q.\* Do you charge a profit on that sales tax?

A. It forms part of our costs, yes. If you buy anything for re-sale, you have to pay the sales tax.

Q. Doesn't Mr. Fee say anything about that?

A. No. The Province has a free hand. It is a revenue producing department.

MR. FROST: Q. Are all licensed hotels supposed to serve meals?

A. Yes.

Q. Have you never had any protests or complaints from travellers about their not serving meals?

A. Yes, on Sundays, particularly. There is the question of Sunday help and overtime help, and so on.

MR. MURPHY: Q. Can you give us some enlightenment upon the question about the beer stores?

A. It is all due to the matter of the rationing of beer. We are having a lot of difficulty at the moment because the ration is being cut down.

A man cannot keep his beverage room open during the whole period; he has not got the material there to sell.

Q. I am referring most to the beer stores.

A. They have the same conditions there. The beer stores are putting out a quota of what they have every day, and there is a rush there to get their purchases, and then the sign goes up; the quota is sold out for the day; and that is true all over the Province.

Q. Who settles the quota?

A. The Dominion Government settles the quota. The quota has been set for the year for the beer business in Ontario, and that is brought down to monthly quotas, and the malt is released for those months.

I would fancy that the Government would allow them to make it in advance and store it; but they can only release so much a month.

Q. I understand that the quota was raised on the 1st of April?

A. You see this quota was based on October 31st to October 31st, taking into consideration the seasonal trend. In the cold weather they do not sell so much beer.

Q. But they cannot get it in this weather?

A. If they did they wouldn't have any for the hot weather. You have to take a chart from October to October, and your largest consumption would probably be in June, July and August; and naturally there would be more of the quota for the year sold in those months. But that is not going to meet the demand, by any means.

Q. Take, for instance, November and December, there was no quota in those months, was there?

A. Some of the breweries started to ration back as far as October, I believe.

Q. Did not the Order come out from Ottawa about the 16th December?

A. On the 16th December; but we had breweries working on a quota prior to that.

Q. Those that did not cut their quota prior to that?

A. They were in an over-sold condition.

Q. And people who were in that condition had to get back into condition?

A. No. That over-sold quota was spread over the nine months of this year, and it would not correct itself until October 31st this year.

MR. COOPER: Q. Is each hotel on an individual quota?

A. Yes, we set that quota for the hotel.

Q. How do you set it?

A. We have, first, the amount available for the month. It is all based on the quota for the month over the year, and then we try to give them 90 per cent, less his over-sold condition for the month.

Q. Are his past sales taken into consideration in that?

A. Oh, yes.

Q. Then you take into consideration what?

A. His sales in the same period of the previous year.

MR. FROST: Q. How do you arrive at that?

A. We are interested in what was sold the year before, and we know what was sold the year before; and the Order says it must be ten per cent less plus the over-sold condition; and we try to give them that quota.

Q. Don't you think it is rather a disgraceful condition to see baby carriages lined up?

A. I do, indeed. But that is no control of ours.

Q. There are people lined up in front of other places.

A. This is the first time we have had that condition in Ontario. And it it is all over Canada, it is not just in Ontario.

Q. But it is worse in Toronto than any place else?

A. Oh, I don't think so.

MR. DREW: It is surprising that in spite of the supposed shortage of man power, you see a great percentage of able-bodied men in the line-ups?

A. Yes, and that is because people leave their working places in order to get their beer.

Q. Then would you say from your own experience that you find the present situation in connection with the handling of beer is causing absenteeism in the factories?

A. Yes, I would definitely say that.

AN HON. MEMBER: Is there any way of correcting that?

A. We are considering that now. The amount available right across Canada is not meeting the demand, by any means.

Q. The working man when he gets out at 5.30, or 6.00 or 7.00 o'clock, cannot get any. Why not arrange it so that he can get what he requires?

A. My personal view is that no matter what hours, if you cut it down an hour or two hours a day you are going to have the same condition because there is only a certain amount available for any day.

Q. Why not have the hotels open their rooms about two?

A. I do not mind telling you that we are trying to have a uniform hour right across the Province, but so far as the Liquor Board of this Province is concerned we have had only the rationing of the beer since the 1st of February. It was actually handled by the brewers themselves under the Department in Ottawa. And then all the Provinces came into the picture to try to assist in improving this distribution.

MR. FROST: The distribution of an adequate quota?

A. The quota less the ten per cent; and there is the increased demand.

MR. DREW: Is the demand so much greater than it was a year ago?

A. Yes; we had brewers rationing their goods as far back, I believe it was September or October; long before this Government Order came into effect; because they could not supply the demand for their goods.

MR. COOPER: Q. Is it a fair statement, Mr. Gordon, that you think absenteeism is caused by people leaving their work in order to go and buy a bottle of beer?

A. Yes, they are taking an hour or two hours off on Saturday to go and get it.

Q. Do you realize that people in most industries are working shift work?

A. Yes, that is right.

Q. And most of the able-bodied men whom you see around beer parlours are working on those shifts?

A. I am speaking of people who send their wives to the beer houses for their week's supply.

AN HON. MEMBER: Q. Wouldn't it be reasonable to arrange hours so that people can get what they need?

A. That is what we are trying to do. The problem to determine is how many people are drinking beer or buying it.

MR. FROST: And don't you think other people who do not drink will buy it for their friends who do?

A. Yes. I think by the 1st of May we will have a ration system in vogue, and in all probability we will reduce the hours of sale in the afternoon in the hotels.

MR. FROST: And the result will be that around these stores there will be so many people buying and there will be so much less for the ordinary people to get.

A. Of course, it will be rationed.

MR. DREW: I cannot hear myself speak.

THE CHAIRMAN: I wish you gentlemen would give us a little better attention.

MR. DREW: Q. You said a few minutes ago that in your opinion the present situation in regard to the handling of beer was the cause of absenteeism—in fact, you expressed your belief very definitely that that was so?

A. Yes. Of course it is limited. I do not know on how great a scale it is.

Q. Of course, when you speak of a man sending his wife to get it for him?

A. That is not absenteeism.

Q. Somebody will raise the question about many of these people who one sees lining up in the beer parlours—many of them would be off their shift?

A. Yes. And that has nothing to do with absenteeism.

Q. And some of them will send their womenfolk?

A. They would go to the warehouse



Q. Is that prevalent?

A. No, not to my knowledge. I only know of local situations where it does exist.

MR. FROST: You are in the industrial line yourself, and know how it is?

A. There is not beer available for the people who want it; and there is a tremendous increase in the sale of beer. Naturally as your restrictions are raised on whisky, the demand will be very great.

MR. DREW: I know it presents great problems and there is no easy way of handling a situation of this kind, and you are dealing with two different jurisdictions in trying to control the same problem. Is it not so that the working man to-day feels that he is entitled to his beer; under the existing law he is the man who perhaps is finding the greatest difficulty in getting his beer, because of the fact that he is working while other people are going and getting it?

A. That is why we are considering rationing in the month of May. And even then the public will have to co-operate, because if he cannot get it to-day, he will have to co-operate during that period in order to get his allotment.

There will have to be some form of a ration card or book.

Q. Have you considered the advisability of adopting the method of control that they have in Great Britain, where they have a series of hours where they are open for so long and closed for so long?

A. Yes, we have considered that. But the consideration here is just what hours will meet the situation.

We are not jumping into this part of the liquor business until we have made a very thorough study of it; and you cannot make a study of a problem of that kind in a month or in sixty days.

Q. Were you not notified by Ottawa in advance that this problem was going to have to be faced?

A. No.

Q. Do you mean to say that the Liquor Board of Ontario had no notice before September 15th?

A. The only notice we had was the notice that they were rationing their beer, prior to this order.

Q. I mean this situation, we are told, has been aggravated by the restrictions imposed following the speech made by the Canadian Prime Minister on December 16th.

A. We had no knowledge that the restrictions were to be made until they came into force.

THE CHAIRMAN: Had you any knowledge that they were going to do it?

A. No.

Q. You say you had no information that they were going to be rationed on a 90 per cent basis?

A. I think I have expressed my views on more than one occasion, that it would be a very difficult thing to handle if there were any drastic restrictions in the manufacturing of beer. That was before the announcement.

As a matter of fact, I think all the Liquor Commissioners across Canada expressed their views at the time of the Conference here. Because this condition is not only in Ontario but it is across the Dominion of Canada.

MR. COOPER: I asked you about these quotas, and you said you were working it out on past sales in corresponding periods a year ago?

A. Yes.

Q. What do you do like in Sarnia, where there was an increase of 5,000 people, or in another place where there were practically none, and the population was trebled?

A. It is the same thing where military camps were established, in localities where there was no such thing before. And the same thing occurs in the north country, where the mining industry is dropping out—some of that beer will be available.

Q. I am thinking of Sudbury, where 1,800 men came in.

A. The allotment is based on the quota that they used a year ago, less the over-sold condition.

Q. What about Kirkland Lake where many of the people have left?

A. Those things are being taken into consideration.

Q. They have an over-stock there, while at some place else they would have an under-stock?

A. I think the warehouses know where the beer is to go for the following month, and they are trying hard to meet those conditions, so as to have an equitable distribution throughout the Province.

Q. You know the quota according to the previous year's sales?

A. We are trying to hold to the quota as nearly as we can, 90 per cent of what they sold last year.

Q. Don't you think that is a pretty drastic change?

A. You cannot have one town or city 60 per cent and another place 95

per cent; that is part of the study we have been making here now since the first of February.

Q. In other words, this is all new, and it is requiring to be worked out?

A. That is right.

Q. Do you know when the Liquor Commissioners met in Toronto?

A. On the 7th and 8th May, 1942, and then in January, 1943.

Q. Were officials of the Dominion Government present at those conferences?

A. Representatives of the Excise Department, yes.

Q. And you canvassed the difficulties of rationing at that time, did you?

A. Mostly those conferences dealt with the working of importations and the difficulties of supply.

MR. DREW: Q. It seems to me that this goes far beyond the sole question of Liquor Control. We are now dealing with one of the many situations in which you have authority on the part of the Dominion Government and authority of the Provincial authorities, whether it be the Government or Commissions. Now, a step was taken in Ottawa which had a very considerable effect on the whole problem of handling beer and other alcoholic beverages, but particularly beer. Were the Provincial Commissions, who were responsible for the ultimate distribution of that, asked to consider a plan and to agree upon an amount which could be effectively handled?

A. No, not to my knowledge.

Q. Never mind the general discussions about excise tax, and things of that kind. Is it correct to say that prior to the time that the restrictions went into effect, in the middle of December, that you, as Commissioner of the Province of Ontario, were not consulted by the Ottawa authorities as to what you thought would be a practical plan?

A. No, we were not consulted on that.

Q. You were not?

A. No.

Q. So that the decision, so far as the Ontario Commission was concerned, was made by Ottawa without any knowledge of what you thought of the effect of the decision that was made there?

A. That is right.

AN HON. MEMBER: Q. Is it the fact that you thought that rationing was a possibility of the future which you had to prepare to meet?

A. Yes, because we had breweries at that time and prior to that who were rationing themselves in September and October.

Q. And the position was something which ultimately would have to be faced?

A. Yes.

MR. BELANGER: To summarize it, is it right to put it something like this, that this rationing plan has been in force about two or three months?

A. It was made retroactive back to October 31st or November 1st, as far as we were concerned in this Province.

Q. As far as you were concerned it was three and a half months ago?

A. Yes. We had nothing to do with rationing in Ontario before that time.

Q. So that here your work chiefly has been to inspect and find out?

A. Yes.

Q. And try to devise means from your experience and from the reports of your inspectors, and so on?

A. Yes.

Q. Did you meet officially the Brewers Association and the Hotel Keepers Association and discuss those problems with them?

A. Oh yes, frequently. In other words that has been part of our plan as to the ultimate restrictions or rationing which will go into effect.

Q. And I suppose you are the ones who know best?

A. Well, we have been in the business.

Q. In Ottawa most of the hotels open at 12 up until 2 or half-past 2, and then they close; and then they open at 5 o'clock—of course this is much better for the Civil Service; they are out at 5 o'clock and there is always some beer left. I was wondering whether in Ontario we could not adopt something like that which would help the worker who leaves at 5 o'clock, anyway.

A. I think the answer would be found as time goes on. These people are in business, and because one branch of it is sold out of beer and there is a rush on, they should not close their whole institutions.

I think in a few weeks we will have some scheme so that it will not affect them materially.

MR. COOPER: Q. Is not what happens this: That when the bars open in the morning, so-called beer flies come in and sip up all the supply, so that in the evening there is nothing left?



A. Yes.

Q. Is there not some power which can remedy that?

A. All we can do is to ration the hotel. As to the rationing of the people who come in there, it is up to the hotel-keeper. You get some hotelmen who want to get it sold out; and you get others who want to try to meet the wishes of the public.

THE CHAIRMAN: Is it different in different municipalities?

A. Yes.

MR. FROST: Q. You were speaking about the bootlegger. I suppose you noticed on April 1st where they found 550 bottles of beer at one place down here, I believe it was Grange Avenue. Then 479 bottles of beer, 15 bottles of liquor, and some bottles of wine.

It was divided into three places, Elm Street, Henry Street, and I forgot the other place. They were taken to the Police Court and fined.

How could a man get 550 bottles of beer?

A. Did the police get those people?

Q. Yes.

A. Then what is the evidence at the trial—did they establish where those people got it?

MR. BELANGER: They should have.

THE WITNESS: It might be possible that they purchased them before it was rationed.

MR. DREW: I do not think this had got to the point of trial. The report says that when they found the liquor the woman fainted, and the children were screaming. I don't think they got any further than that.

MR. FROST: We have heard of a man who wanted to buy a bottle of beer, and they went so far as to charge \$10.00 a case—almost 75 cents per bottle?

A. Evidently bootleggers were having trouble in getting it too.

MR. FROST: And evidently they were having a good profit on it.

MR. BELANGER: Q. Do you know of your own knowledge whether the Government had been notified beforehand about the rationing of sugar, tea or coffee?

A. Not to my knowledge.



MR. BELANGER: So that they acted with the Commission like they did with the rationing of these groceries?

A. Yes.

MR. DREW: Ontario Government has not set up a control organization about butter?

MR. BELANGER: No, but what difference does that make? I want to establish this fact, Mr. Chairman, that Ottawa evidently considered beer, spirits, and so on, just like commodities like sugar, tea and coffee.

THE WITNESS: I do not know what they considered at all.

Q. Now, another question, and it is another aspect of the Commission's work, Mr. Chairman. Regarding the force of spirits going into liquor, did you have to diminish the force of the stock which you had on hand—I mean hard spirits?

A. I do not understand that.

Q. Was not there an order from Ottawa that you should diminish the alcoholic strength?

A. Yes, of all liquors sold in Canada. It had to be reduced in strength. The quantity that we had in our stores and in our inventory is not affected; but when those are sold out, our purchases from that day on will be less in strength than previously.

Q. And those particular spirits in bottles that you fill at your plant?

A. They will have to conform to the Order.

Q. Very much objection was taken to excessive profits that you made on it?

A. Yes.

MR. DOUCETT: Only 46 per cent.

MR. BELANGER: It is a sumptuary tax, and I think it should be applied to the limit.

Q. You have got to comply, of course, with the Orders from Ottawa regarding alcoholic strength of those beverages?

A. Yes.

Q. How do you determine that, at your place—is there some expert there?

A. Yes, we have experts there and laboratory tests.

Q. What you import from Scotland, that is all in bottles, you do not test that?

A. No, that is all done by the Federal Government and we accept their tests on that.

MR. FROST: Mr. Gordon, do we have any assurance from you that in view of the fact that you are going to introduce water into this liquor to reduce the alcoholic strength, that you will allow a corresponding reduction in the price after this?

A. No, because we feel that is a very fair field of income.

THE CHAIRMAN: Mr. Gordon is not proposing to introduce it; that has been the practice for years.

MR. DOUCETT: You are going to reduce it with water?

A. The Order from Ottawa says that the liquor must have a definite strength which is lower than that previously sold in Canada. Every distiller who sells us will give us liquor of that strength, the same as all our imports; and our bottling plant will reduce that to the requisite strength.

MR. FROST: Q. Assuming that a certain brand of liquor sold for \$5.00 a bottle with a certain percentage of alcoholic content, the Dominion Government says to you, Now, you must reduce the alcoholic content in that brand, which you do.

THE CHAIRMAN: Is it that they reduce it, or that the distiller does?

MR. FROST: Supposing they do it, or anyone does. They reduce the alcoholic content to comply with the Government Order, with water. Won't you then reduce your price at which you sell that to the public?

THE CHAIRMAN: Order, please.

A. I will give you an answer. When they reduce the alcoholic content they also increase the duty. As you know, we are paying \$4.16 additional tax; \$2.00 for ourselves, for the Province and \$2.16 goes to Ottawa.

Q. But is not the Ottawa tax calculated on a proof-spirit basis anyway, and you reduce it below the proof-spirit basis and shouldn't you give the public a corresponding decrease for the amount of water you use in that?

A. I gave you a break-down this morning of the 75 cents increase on the 40-ounce bottle; and that shows where the profit is going, 37.2 to Ottawa, 37.2 to us.

Q. But when you are selling a product which is weaker in alcoholic content, on which you ought to make a corresponding decrease, I think, in your price to the public for the water which you have added to the content?

A. This is a very fair field of taxation, and price is a big factor in control. You have heard discussions here about the shortage of beer—

Q. Has there been any increase in the price of beer in the past?

A. Oh, yes.

Q. How much?

A. As of March, 1942, the malt tax increased from twelve to sixteen cents.

Q. There is one point which does stick in my mind, and that is that the liquor which you sell to the public, which is brought from Scotland some place or other, your profit, you say, is not only twenty to twenty-five per cent, but the liquor which you water you make 47 per cent on?

A. Oh no, you are wrong there. We make a higher rate of profit on our bottling, which is only natural, because we are not paying freight on glass and wood, but we are bringing it in in tremendous volume in hogsheads, and we dilute it the same as any other distillery in the world does. And as far as a reduction, I think Mr. McGeachie will justify this, that we have been selling Scotch in Canada at lower prices than since the last war.

Q. That is according to the law of supply and demand?

A. Yes.

Q. There is one thing in connection with the sale and distribution of beer, in connection with which I have perhaps misunderstood you. Does the Government intend to take over the operation of the Brewer's warehouses and operate them and take any profit on that?

A. I cannot speak of that. Not to my knowledge. Every Province has a different form of distribution. Personally, I think we have the best distribution system in Ontario of any place in Canada. And every Province is different. The only thing we lack is supply with which to meet the demand.

MR. COOPER: Just to put Mr. Frost's mind at ease on this profit business, I have a statement in front of me, and if I understand it right, the Dominion levies on rye whisky, for instance, are \$11.65, and the total profit is only \$10.95. Is that correct?

A. Yes. In other words, we pay \$8.60, and there is a Dominion Government levy of \$11.65, making a cost to us of \$20.25; and we sell it for \$31.20.

Q. So that the Dominion Government is making more in taxes?

A. Yes, than we make in gross profit; and out of our profit we distribute to all our stores throughout the Province for sale at the one price.

Q. On imported liquors it is a little different, and we make a little more money than the Dominion Government taxes, is that so?

A. Yes. On a 26-ounce bottle we pay \$11.49, and we pay Dominion taxes \$15.80 plus \$1.12, and freight and insurance; and we make \$17.79 a case on that.

Q. That brings up a question in the statement here this morning in which

reference was made to Ballentyne, as imported from Scotland. Do you import from the United States.

A. No, very little. No, we do not.

MR. MCGECHIE: The War Conservation Act prevents it.

THE WITNESS: If you want to import a few cases from the United States, we will do it for you. The exception is Kosher wines.

Q. Do you import from any place else?

A. Yes, from Australia, South Africa, the West Indies, Spain and Portugal.

MR. DREW: Mr. Gordon, I am reading from a list which you have there—what is that?

A. This is a break-down that Mr. Frost asked for yesterday.

Q. Let us take the first item on this, Rye Whisky, \$2.60 a flask?

A. That is our selling price.

Q. That costs \$8.60 a dozen to manufacture?

A. That is right.

Q. The Price Board never had anything like that, had they? In other words, that costs less than 72 cents a bottle originally, and sells for \$2.60?

A. Yes, but in that you have \$11.65 of Dominion Government levy.

MR. DREW: Perhaps we see in these figures some explanation of why bootlegging from illicit stills grows up, as distinguished from bootlegging which is merely a re-sale of what was originally legal alcohol. After all, if a large manufacturer can sell one of your higher-priced rye whiskys—the \$2.60 one is one of the higher classes—if the manufacturers' cost of that is 72 cents a bottle and all the rest is tax, is there not some point where the relation between original cost and selling cost gets to the point where it is an actual inducement for the return of these illicit sales which we had here a few years ago?

A. Of course, I have not any idea of what the costs of illicit sales are.

Q. No, and I never saw a break-down of that, either. But it is a matter of common knowledge that in this Province at one time we had a very large amount of alcohol being distilled through these illicit stills.

MR. BELANGER: I think it is more important, what is distilled right in the houses.

MR. DREW: Yes, but is not there a point beyond which it is dangerous to go, either on account of the encouragement to distil alcohol or to blend it from the original brew?

A. But it comes down to this: We are set up as a Board doing business for the Province of Ontario under certain conditions. I am not responsible, nor the Province is not responsible, as far as illicit stills or illegal manufacturing is concerned, at all. That is a matter for the Department at Ottawa.

We are set up here to buy from our distilleries and try to give the people the best liquors available. If there is another branch to it I am not responsible for it.

AN HON. MEMBER: There is no sale for this illicit liquor?

THE WITNESS: I am very much interested in your statement, if it is well founded, that there is illicit bootlegging going on. No person is going to buy our liquors and sell them at less than our price. If there is such illicit bootlegging, the police ought to be informed.

AN HON. MEMBER: Is there any redistilling of rubbing alcohol?

A. Mr. McGeachie has just made a good point that in any seizures which the Board has made, or that the Provincial Police have made, we have never found anything of that kind.

MR. FROST: I think we are going to have it all over the country. These prices are beyond the reach of the common people, and you will be back facing the manufacturers of it in many places.

A. Then that might be all over the world, where the same conditions exist.

Q. A manufacturer's cost of a dozen bottles of rye is \$8.60, and the Dominion Government taxes that to the extent of \$11.65, and then the Liquor Control Board adds a profit on top of the whole works of \$10.95.

MR. BELANGER: Is that a net profit?

MR. FROST: These are gross figures. The point is that in order to make the \$10.95, the Liquor Control Board only has to put out \$19.00.

THE WITNESS: That is a fair field of revenue; and yet, if you will check our prices with those in the other Provinces of Canada, you will find ours are the lowest.

AN HON. MEMBER: Haven't you got an agreement as to even prices?

A. Oh, no.

Q. You said that the other day?

A. Oh, no; you misunderstood me. We were discussing excise problems.

Q. No, we were discussing retail problems and you stated the other day that if our prices were less, we would be sold out in a day?



A. Yes.

THE CHAIRMAN: If that question is raised, we might put something on record as to the prices here.

MR. FROST: There is one thing I would ask you to-day—

THE WITNESS: This will give you a little insight. In Ontario we sell a 40-ounce bottle for \$4.00. In the Province of Quebec it is \$4.45; in Manitoba it is \$4.55; in Saskatchewan it is \$4.55; and in Alberta it is \$4.75.

Let me give you another one here. The cost of the 25-ounce bottle: \$2.60 in Ontario; \$2.95 in Quebec; \$3.00 in Manitoba; \$3.00 in Saskatchewan; \$3.15 in British Columbia and \$3.10 in Alberta. For the same brand of liquor.

MR. FROST: Q. Are those new prices?

A. No, these are all of March, 1942.

Q. You do not know, in those figures, however, what their operating costs are. But we do know what our operating costs are here for the liquor which we have mentioned. Their operating costs may be a great deal higher?

A. If you go into Ontario and buy a bottle of Corby's for \$4.00; and pay \$4.55 for it in Alberta, you should give some credit for a little efficiency in the Province of Ontario.

Q. But they have a totally different set-up of costs there?

A. Does not that apply to any commodity?

Q. I say that your costs are resulting in taxation here.

THE CHAIRMAN: I think the Commission should be thanked for their efficiency here. You had a three-man Commission and were paying \$25,000 a year for the head, and \$35,000 a year for two other men.

MR. FROST: When you lower the alcoholic content here, you should lower the price to the public—that is what I am trying to make out.

A. On that exhibit that you are dealing with here, that was made out on April 2nd, 1943; but it only deals with March 31st, 1942. That is in accordance with the statement that was filed.

Q. How many rises did you have since 1942?

A. Two, and the increases were due to levies imposed by the Dominion Government.

Q. Would you object to filing an up-to-date statement, as of 1943?

A. That is out of my jurisdiction entirely. We are only dealing with it up to March 31, 1942. The other will be tabled next year, anyway.

MR. DREW: That is all I have.

THE WITNESS: There is just one thing here before we close. I would go this far, as far as these records are concerned, had there not been any increase in the Dominion Government levies, there would have been no further increase in this Province so far as our prices are concerned.

Q. But the prices would not have been so high?

A. I stick to my statement, had there been no increase in the Dominion taxes, there would have been no increase in these prices in Ontario.

Q. Whatever the increases on the price, it would have been much less than it is to-day?

A. I suppose so.

AN HON. MEMBER: I would like to ask this question: Would they be ready to deprive the people of this Province of any social service, if they cut the price of liquor?

MR. FROST: No. We would cut these prices.

MR. COOPER: Mr. Chairman, the Minister wants to go.

MR. DREW: I hope the Cabinet Minister whose duties call for his absence now from the Committee will be willing to facilitate the proceedings of this Committee.

MR. COOPER: I am willing to start at 9.30 in the morning, if necessary, Mr. Chairman.

MR. DOUCETT: Give the man a chance who has to be in the House until late at night. He has other duties to attend to.

MR. DREW: There are Mr. Hales and Mr. Millar to finish up with. We might have Mr. Hales at 10.00 o'clock.

At 12.15 p.m. the Committee adjourned until 10.00 o'clock, Friday, April 9th, 1943, at 10.00 o'clock a.m.

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#### TENTH SITTING

Parliament Buildings,  
Toronto, April 9th, 1943, 10.00 a.m.

MR. BELANGER: Gentlemen, I understand that the Chairman will not be here this morning, so I move that the Hon. Mr. Hipel take the Chair.

HON. MEMBERS: Carried.

HON. MR. HIPEL took the Chair, and acted as Chairman of the Committee.

THE CHAIRMAN: What is the programme this morning?

MR. COOPER: We have Mr. Millar and Inspector Hales here.

MR. DREW: We might as well get on with Mr. Hales.

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INSPECTOR HALES, recalled.

MR. DREW: Q. Before you left the last time, Inspector Hales, you were asked to prepare a list of the cars. Have you that list prepared?

A. I have, sir.

MR. COOPER: Q. Inspector, have you the original sheets from which that list was taken?

A. Yes, I have. (Produced.)

Q. They would show the system which you use in the garage?

A. Yes.

Q. Have you another copy of that statement?

A. There is just the one copy, sir.

MR. DREW: This list will be what exhibit?

EXHIBIT No. 12: List taken from the records kept in the Ontario Provincial Police garage, of cars, for the year ending March 31, 1942.

Q. Did you say you had made extra copies of this list?

A. No, I have not; just the one.

Q. Inspector, this is a list, then, as I understand it, of the use of the police cars in the Attorney-General's Department by the Attorney-General himself as the head of that Department, and it starts on April 2nd, the beginning of the period that this covers being April 1st?

A. That is right.

Q. And this begins, as the first entry, with April 2nd and ends with the last entry as of March 31, 1942—that covers the financial year under consideration.

MR. COOPER: It is not exactly that. It is a list of cars, is it not, Inspector, that have been charged out against the Attorney-General's name?

A. Yes.

Q. It does not mean that the cars have been used in every instance by the Attorney-General, but it is by his Department?

A. This list is only for Mr. Conant's use; a lot of those cars have been on messages for Mr. Conant.

MR. COOPER: Q. Mr. Conant would not be in them in many instances?

A. No, sir.

Q. Mr. Conant's messenger would take it to deliver a message?

A. Yes, or the driver would deliver the messages.

MR. DREW: Q. What kind of messages, Inspector?

A. I have never delivered them personally; so I do not know. The driver would be called to go over to the office.

Do you know if this was in connection with police work?

A. No, I do not.

Q. I see quite a number of entries; for instance, for use of the station wagon. Do you know for what use that would be needed under the Attorney-General's instructions?

A. I do not, sir.

Q. I suppose the driver would be the only one who would know that?

A. That is so.

Q. So that we will understand it, the first column gives the date of the use; the second column gives the type of car; the third gives the license number of the car; the fourth column gives the time out; the fifth gives the destination; the sixth gives the time in; the seventh, the passenger or authority of; and the last column gives the driver's signature?

A. That is so.

Q. And do I understand that in the column in which the driver's signature appears that that gives the name of the person who drove the car?

A. That is right.

Q. So that when one sees Mr. Conant's name as the driver and the signature, that means that Mr. Conant himself drove the car?

A. Yes.

Q. Can you tell us for what the use the station wagon was being used when Mr. Conant's own name appears opposite that?

A. No, I cannot tell you that, sir.

Q. I see, for instance, taking it merely at random, that on June 26th one of the police cars, a Chevrolet, was taken out at 4.25 p.m., and the destination was Oshawa; and it returned the following day at 9.00 a.m., and Mr. Conant was the authority, and Mr. Conant was the driver. Would you have any knowledge yourself of what use was made of that car on that occasion?

A. No, I could not say, sir.

Q. What is the meaning when the word "district" is used, instead of using the name of a town?

A. We have on there No. 5 district. Toronto is in No. 5 district area, and a lot of our men in this district or area, or the suburbs, would put the word "district".

MR. COOPER: Q. That not only obtains with reference to Mr. Conant, but a lot of these cars were requisitioned?

A. Yes.

MR. DREW: For instance, here is one that seems to call for a good deal of explanation. Here is an entry, August 4, 1941, station wagon, 651-C, out at 8.45 a.m. August 4, destination "out of town"; returned on August 25th, 1941—that is twenty-one days later—at 8.50 a.m.; passenger, Mr. Conant; driver, Mr. Conant. Have you any explanation of that?

A. I have not, sir.

Q. What police work are these police cars used for?

A. That I just cannot tell you the nature of the work that the man might be doing from time to time.

Q. But station wagons, into what part of the police functions would the station wagon be operated?

A. Taking a number of men wherever needed, for instance, to these strikes.

Q. Mr. Conant would not be driving men to a strike?

A. I do not hardly think so. Both those wagons were at the Kirkland Lake strike, and also at the Wallaceburg strike.

Any time they were transporting four, five or six men, they used a station wagon; and they were also used if we had to tow a car.

Q. When was the Wallaceburg strike—you mean just the recent one?

A. Yes, sir.

MR. DREW: So that we have nothing to do with that.



Q. Then, again taking a random entry here, on September 10th, Dodge, 9-A62, destination, district; and it returns on September 11th, the next day, at 8.40 a.m.; and the authority is Mr. Conant; and the driver is Mr. Conant. You know nothing more about that?

A. No.

Q. The log book shows that?

A. That is a copy off the log book.

Q. That was wrong; it was not the next day, it was September 15th, two days later. Then again, taking it at random, October 1st, the car goes out; destination, Oshawa; and the car returned October 2nd; Mr. Conant the authority; and Mr. Conant the driver. Again you could not add to that?

A. No, I could not.

MR. COOPER: Is the destination written in when the car returns?

A. No, when it goes out.

Q. Then the same day, car 9A, leaves at 4.00 p.m.; destination Oshawa; and returns the following day, with Mr. Conant the authority and Mr. Conant the driver. You have nothing to add to that?

A. No.

Q. The next day, October 3rd, Chevrolet, destination District; leaves, and returns October 6th—that is three days later—at 10.30 a.m.; Mr. Conant the authority and Mr. Conant the driver. You have nothing further to add to that?

A. No, sir.

Q. Then October 6th—that is the day the car returned—another one, a Chevrolet, 9A291, left at 4.10 p.m.; destination Oshawa; returned on October 7th, 9.45 a.m.; authority Mr. Conant and Mr. Conant the driver. You have nothing to add to that?

A. No, sir.

Q. A station wagon, out 6.05 p.m.; destination Oshawa; time in, October 8th, 10.30 a.m.; Mr. Conant the authority; and Mr. Conant the driver. You have nothing to add to that?

A. Nothing.

Q. Then the same day, October 7th—there is something peculiar here. On October 7th the station wagon had gone out on Mr. Conant's authority and he was the driver, and returned the following morning; on October 7th the Chevrolet went out at 4.45 p.m.; returned at 5.00 p.m.—that is "Press release." B. Lindsay is shown as the driver.

A. That would be a message.

Q. Inspector Hales, to understand the method that is employed, where it is not Mr. Conant himself using the car, driving the car, are you not, as the Inspector in charge of the cars, expected to make some enquiry as to whether the use of the car is for police purposes or not?

A. I cannot question Mr. Conant's authority, sir.

Q. I am not raising any question as to your duties. I am merely wanting the details as to the method that is employed. For instance, when a police car is used for delivering Press releases, it is not part of your duty to ascertain whether that Press release has anything to do with police work or not?

A. No. I am satisfied once it is on Mr. Conant's orders, to let the car go. As long as I have a record of the cars when they go from the garage and return, and the driver's signature, I am satisfied with that.

Q. On October 17th, then, the station wagon, in the district, leaves at 10.00 a.m. and returns at 11.00 a.m. The authority of Mr. Conant. Of course, as you have explained, that might be on something which had nothing to do with him personally.

A. That is right, sir.

Q. October 20th, Dodge 9A262, out 3.45 p.m., returned 4.45 p.m.; Mr. Conant the authority, and Mr. Conant the driver; you would not have any other knowledge yourself of the nature of that use?

A. No, I would not.

Q. October 22nd. Again I see a car taken out, Mr. Conant the authority and Mr. Conant the driver.

November 3rd, Chevrolet 9A275, time out 2.05 p.m., destination Oshawa; time in, November 4th—the next day—at 10.00 a.m.; Mr. Conant the authority and Mr. Conant the driver.

December 25th, 1941, station wagon 469C, 10.40 p.m., destination Oshawa; time in, December 26th, 4.17 p.m.; Mr. Conant the authority; Mr. Conant the driver.

Then December 20th, Chevrolet 9A310, time out 6.50 p.m., destination out of town; time in, December 28th, 1941; Mr. Conant the authority; Mr. Conant the driver.

Then there is another entry, a car out December 28th, returned December 29th, destination the city; Mr. Conant the authority; Mr. Conant the driver.

Q. This entry must be a mistake, Inspector, isn't it? I do not understand the method. December 29th, Chevrolet, destination City; the authority Mrs. Conant, and driver, Mrs. Conant. There must be some mistake in that entry.

MR. COOPER: No, what happened is that the car would be requisitioned for the Building, and Mrs. Conant would get it and take it over to the Building.

THE WITNESS: The car would likely be delivered to the Building; in most cases when Mr. Conant telephoned for a car for himself, we would have the car prepared and checked and sent over to the Building.

MR. DREW: I thought it must be a mistake. After all, the authority would be Mr. Conant, wouldn't it?

A. The authority I imagine would come from Mr. Conant, yes.

Q. After all, it is merely the question of getting the practice. I see, for instance, on January 5th, there was another car out on the authority of Mrs. Conant. That must be a mistake, because, after all, the only authority that would be recognized here would be someone in the Department, wouldn't it?

A. That is the way I received the requisition for the car, sir.

I would not be at the garage at all times when a call would be received. I am out of town quite a bit in the summertime. And when a lot of these cars went out I would not be there.

Q. Then I see on January 10th, Chevrolet 9A310, district; passenger or authority, Mr. Conant; driver, Mr. Conant.

January 12th, 9A275, city; authority, Mr. Conant; driver, Mr. Conant.

January 16th, Chevrolet 9A310, district; returns the following day. Authority, Mr. Conant; driver, Mr. Conant.

January 17th, the following day, the same car, destination district; leaves on January 17th and returns 8.50 a.m., January 19th; authority, Mr. Conant; driver, Mr. Conant.

January 19th, the same car, destination city; authority, Mr. Conant; driver, Mr. Conant.

January 20th, same car, destination city; authority, Mr. Conant; driver, Mr. Conant.

January 24th, the same car leaves on the 24th at 11.00 p.m.; destination, district; returns January 26th, 8.30 a.m.; authority, Mr. Conant; driver, Mr. Conant.

Then on January 27th, the same car; destination, city; returns the following day; authority, Mr. Conant; driver, Mr. Conant.

January 31st, the same car, Chevrolet; returns three days later, February 2nd, 9.00 a.m.; authority, Mr. Conant; driver, Mr. Conant.

February 3rd, the same car, leaves 3.00 p.m., destination district; returns the following day 2.50 p.m.; authority, Mr. Conant; driver, Mr. Conant.

February 6th, the same car, leaves 1.00 p.m., destination city; returns Feb. 8th; authority, Mr. Conant; driver, Mr. Conant.

The same car, February 8th; leaves 3.10 p.m., destination city, returns February 9th, 11.05 a.m.; authority, Mr. Conant; driver, Mr. Conant.

February 13th, Chevrolet 9A316; time out, 5.00 p.m.; destination city; time in, February 16th—three days later—10.45 a.m.; authority, Mr. Conant; driver, Mr. Conant.

February 16th, Chevrolet 9A316; time out, 1.20 p.m.; destination Oshawa; time in, February 17th, 9.00 a.m.; authority, Mr. Conant; driver, Mr. Conant.

February 17th, Chevrolet 9A316, out in the morning and in the afternoon; authority, Mr. Conant; driver, Mr. Conant.

THE CHAIRMAN: I do not want to interrupt, except to say this, that if these documents go in as exhibits, is it necessary to repeat all these?

I am only thinking of the expense in printing in the Journal of the House, and so on, that it is a matter of duplication; otherwise I do not object. In other words, if the exhibit is going to be printed in the Journal, that will cover it.

MR. DREW: It will take some time, because I see that they continue with similar items right through.

THE CHAIRMAN: Do not misunderstand me; I am not going to try to stop you at all.

MR. DREW: I was really reading it out loud.

THE CHAIRMAN: Do you want the reporter to take it down?

MR. DREW: Evidently the Inspector cannot add anything to the knowledge as to what the purpose of these trips was. I am constantly coming to such things as "March 3rd, destination Oshawa; authority, Mr. Conant; driver, Mr. Conant."

Then, March 6th, destination Oshawa; returned March 8th; authority, Mr. Conant; driver, Mr. Conant.

Inspector, can you explain anything about what the nature—have you anything at all to say about March 11th, for instance: Chevrolet, destination district; returns five days later, March 16th; authority, Mr. Conant; driver, Mr. Conant?

A. I cannot recall anything about that at all.

Q. These only go up to March 31st last year. The same type of entries continue right on through. Who could tell us the method of—

MR. COOPER: Mr. Nicol is here from the Attorney-General's Department.



MR. DREW: You yourself then know nothing about the use of any of these cars?

A. No, I do not, sir.

Q. Are you in control, Inspector, of the gasoline for these cars?

A. In what way?

Q. Who exercises control over the purchase of the gasoline for these cars?

A. In Toronto, the gasoline for our cars is purchased from the Highways Department garage. We do not operate our own pumps. I have a system by which each one of our cars and station wagons is checked each night for oil and tires; and if it requires gasoline, the gasoline is put in; and we receive an account at the end of the month for all the gasoline that is put into our cars.

Q. Just as a matter of understanding of the mechanics of the operation, how would the gasoline be purchased on extended trips of any of these cars?

A. Our gasoline is bought on the credit system. We have an identification card with each one of our cars, and all our officers are instructed that if they have to purchase gasoline on the road there are certain companies that we deal with—practically every major oil company—and the man goes there and presents his identification card; and the station supplies him with the gas; and our man signs a card for the amount of gasoline or oil purchased. And he brings that card back here and at the end of the month the oil companies then send us a statement showing all the gasoline that has been purchased on credit for that car during the month.

Q. Then, on any of these extended trips that any of these cars go out upon, what sort of a record do you keep of the purchase of the gasoline?

A. We take that off the invoice when it comes in for the gasoline each month. The invoice goes into our financial office here in the building, and that is checked off with our monthly account for the car.

Q. I think, possibly, the simplest way, at the moment—I cannot add much to this. This is merely a record of the use of the cars. If Mr. Nicol can add some information to that, it might help us to understand it.

MR. COOPER: Before Mr. Hales goes, could you go on any further?

MR. DREW: I am sure there is some explanation of it.

MR. COOPER: I want to ask Mr. Hales for some information about the mileage which was referred to the other day, that I want cleared up.

(The witness stands aside.)



ARTHUR WILLIAM NICOL, sworn. Examined by MR. COOPER.

Q. Mr. Nicol, what position do you hold in the Attorney-General's Department?

A. I am Secretary to the Attorney-General, and at the time of this particular year I was also Chief Clerk in the Department.

Q. You were in the Department the whole of the fiscal year which is being discussed?

A. Yes.

Q. What duties did Mr. Conant have during that year except as Attorney-General?

A. He was Attorney-General, Chairman of the Ontario Civilian Defence Committee—I think those are the only two.

Q. What were his duties as Chairman of the Ontario Defence Committee?

A. He had certain inspection trips that he would make from time to time; I should say he was head of what they call the Ontario Volunteer Civil Guard. That came into being actually before the formation of the Ontario Civil Defence Committee. And, as head of the Ontario Volunteer Civil Guard, Mr. Conant went out on inspection trips on different occasions in connection with these Volunteer Civil Guards.

Q. What about this "Hit-and-Run Awards"—explain what that means, to the Committee?

A. Two years ago, I would say, Mr. Cooper, the Department instituted the system of offering rewards to persons throughout the Province for giving information to the police which results in the arrest and conviction of the hit-and-run drivers.

In order to make the thing more public in its appearance, if a recommendation was received from a particular Police Commission that someone be recognized, Mr. Conant would make it a point to go to that city or town personally and made the presentation of the award, which necessitated his travelling, and I have recollections of accompanying Mr. Conant on a number of such occasions to outlying cities throughout the Province on the occasion of these presentations.

Q. How would he go to these destinations?

A. He would invariably use a police car which he would order, or I would order in his name, and on a great many of these occasions I would drive it myself, personally; but the car would be ordered in Mr. Conant's name.

Q. So that he would go personally with the police car and make these presentations?

A. That is correct.

Q. Do you know that of your own personal knowledge?

A. I do, because I accompanied him on a number of these occasions.

Q. And did these Civil Guards take him out of the City very often?

A. Yes. I recollect going out of the City and making inspection of the Guards. Where they were accessible from the standpoint of time, Mr. Conant invariably used the car. On those trips I did not accompany him.

Q. What is the procedure in your Department when a car is needed? For instance, I noticed something on here about a Press release—what would be the procedure in order to obtain the services of that car?

A. As a matter of fact, a great many of the entries, so far as City entries are concerned, were on my instructions to the Police Garage to send a driver over. He would be given a certain duty to perform, a Departmental message. We simply give him a requisition, a short form that I would sign my name to only, and the driver would complete the message delivery, whatever he had given to him.

Q. Mr. Conant never would see the car?

A. No. On a great many occasions, although the car stood in Mr. Conant's name, naturally my ordering it from the office, it would be on some business of the Department, and it would appear as Mr. Conant's charge.

Q. It would be charged out against him?

A. Yes. The Press releases, if I might explain, there were occasions where Press releases were issued for release for the following day. But, from the standpoint of procedure, those Press releases could not be delivered to the Canadian Press, British United Press and the Toronto daily papers until after 5.30 in the afternoon. The only means we had of getting those deliveries down, instead of keeping one of our staff to look after those deliveries, I simply would leave them in the garage with a requisition for the driver to take down at 5.30.

Q. Mr. Conant drives a car himself?

A. That is right. Mr. Conant owns a car.

Q. And sometimes Mrs. Conant drives him, to your knowledge?

A. I have knowledge on one or two occasions of being asked to order a car for Mrs. Conant, in order that she might drive Mr. Conant.

MR. DREW: Q. Just so that we understand this exhibit, Mr. Nicol. For instance, there is an entry here, August 4th, station wagon out of town August 4th, returned August 25th; and the authority shown is Mr. Conant; and the driver, Mr. Conant. Can you give us any information of that?

A. No, I cannot; I know nothing of that. Where the authority was Mr.

Conant, and the driver was Mr. Conant, invariably Mr. Conant would make his own arrangements directly with the garage, and I have no knowledge of it.

MR. COOPER: Q. With reference to the Oshawa trips. Can you tell us why Oshawa would appear there?

A. I have no knowledge of it whatever.

Q. Is it not true that Mr. Conant would go out some place, and then, instead of coming back to the city would go to Oshawa and return on the following morning?

A. That is quite logical. I have one occasion in mind where I accompanied Mr. Conant to Peterborough; I was driving the car. I went on to Oshawa, then came up from Oshawa with another party that was coming to the city, and left the car with Mr. Conant.

Q. Instead of coming back to the city Mr. Conant stopped at Oshawa?

A. Yes, and came on the following morning.

MR. DREW: Where was he speaking on that occasion?

A. In Peterborough.

Q. For whom was he speaking there?

A. I cannot recall the date. It was before the Peterborough Centenary. It was in the Fall of the year.

Q. Does it seem to you that that in any way comes within the scope of police duties?

A. There again he was speaking at Peterborough and had to be back in the City by 9.00 that evening. I recall that event, because it was the first blackout in Toronto. And Mr. Conant was stopping off in Oshawa for an hour or two, and then was continuing on to Toronto, and I had to meet him in Toronto later on that evening for the blackout.

Q. But the particular trip was not in any way connected with police work?

A. No, it would be departmental. I would say, as a great many of these entries appear there. I say, in my capacity as Acting Secretary to Mr. Conant and Departmental Chief Clerk, it was my duty, as it has been in the last number of years—this is a system that has been in effect, in so far as the cars being used for Departmental purposes, for years, for taking rush messages downtown where speed was a necessity.

Q. Quite apart from police work?

A. Apart from police work, but Departmental business.

Q. And not confined alone to the Attorney-General's Department?

A. Oh, the Attorney-General in their scope, definitely.

THE CHAIRMAN: How long have you been with the Department?

A. Twenty-four years, sir.

MR. DREW: If you do not feel you can answer it, all right. Was the address at the Centenary at Peterborough a Department matter?

A. It was one in which the Attorney-General was called upon as Attorney-General to go down and address this gathering; and he went down as requested and I drove the car on that occasion. And it was a matter that Mr. Conant was not in a position to accept if he could not be back in Toronto for this particular affair that night of which he was the head of the Civilian Defence.

MR. COOPER: Is that the same practice which has been followed all through?

A. I was only in the general office previously. I have been in the Department twenty-four years, but my first experience in the Minister's office was with Mr. Conant.

MR. DREW: How long have police cars been owned by the Department?

A. I cannot recall the date, Colonel, but police cars were operating from the present police garage when it stood at the northeast corner of the new East Block; and I recall when that building was moved down Surrey Place to its present location; and at that time that was the garage of the Ontario Police Force, and maintained a regular police car set-up with the same system as now, but on a much smaller scale.

THE CHAIRMAN: Would that be ten years ago?

A. More than ten years ago, Mr. Hipel. It was prior to the building of the East Block.

MR. DREW: Q. Just taking this Peterborough one that you referred to. You did not drive the car?

A. I drove the car myself.

Q. There is an entry on March 9th, 1942, showing a police car leaving for Peterborough at 3.00 p.m., and returning at 4.00 p.m. the following day, on the authority of Mr. Conant, and the driver, R. A. Peterson?

A. That must be another occasion.

Q. Do not answer unless you can do so from your own knowledge. But, do you know whether the gasoline and maintenance on these trips would be maintained by the garage here or by the Department?

A. I have no knowledge of that.

Q. You have no knowledge of that?



A. None whatsoever.

Q. I notice, Mr. Nicol, that a number of these entries to which I have referred—and I have only actually referred to a limited number of similar entries—but I notice that Oshawa was the destination, and they are week-end dates, leaving on the Saturday and returning on the Monday. Would you have any knowledge of the nature of those trips?

A. No, sir, I have no knowledge whatever.

Q. After all, the way this arose was that I was trying to get to understand the method of the breakdown of the control of the cars, and whether there are any others who have authority to order the use of these cars besides Mr. Conant, that is, other than the Commissioner of Police?

A. The arrangement is, Colonel Drew, at one time, Mr. Conant, the Secretary of the Attorney-General, the Deputy Attorney-General and the senior solicitors were empowered to order cars, of course, in addition to the Commissioner of Police, for Departmental work. That was later changed to the authority of the Attorney-General, the Deputy Attorney-General and the Commissioner. And that is the system that is at the present time in vogue.

Q. So the cars might be taken out for the Attorney-General's Department on the authority of the Deputy Attorney-General as well?

A. That is right.

Q. Who was he during this period?

A. Mr. I. A. Humphries. I am not sure of Mr. I. A. Humphries leaving the Department. He was followed by Mr. C. L. Snyder, the present Deputy. I think Mr. Snyder was Deputy at that time, Colonel Drew.

Q. Would that be a similar type of work?

A. I, of course, cannot answer as to the nature of the work for which one of the solicitors other than the Attorney-General would order a car. I know for what purpose or reason I would have to order a car myself. I cannot begin to answer as to why Mr. Snyder would order a car or for what reason it was ordered.

Q. But he would have corresponding authority as well as the Commissioner?

A. Quite. And that was with the issuance of one of these small requisitions which I have mentioned.

Q. Is this practice still in force?

A. Yes.

Q. And these cars are still being used in the same way, are they?



A. I never saw the logs, sir; so I cannot answer that. So far as myself and my own particular job is concerned, that same system is in effect.

Q. I am speaking now of the practice and the method of control?

A. That is still in effect, sir.

Q. And does Mr. Conant still, as Attorney-General, drive these cars?

A. I could not say that, I am sure, sir.

MR. BELANGER: Q. When the Deputy or one of these officials wanted you to order a car, you would order it from the Department. Would that be the same as Mr. Conant?

A. No, it would not. If Mr. Snyder ordered the car it would appear as ordered by Mr. Snyder, but not on the authority of Mr. Conant.

MR. DREW: But it would be on Departmental work?

A. Quite.

MR. BELANGER: But that Departmental work might be connected with the Police work?

A. It might, in the general administration of justice in that term, have that effect. It might actually be police work would arise out of the general administration of justice in the Province.

MR. DREW: That is all now.

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INSPECTOR HALES, recalled. By MR. DREW:

Q. Inspector Hales, we have just been told that these same police cars, from the pool that you have in the garage, are also subject to direction of the Deputy Attorney-General; your logs would show those as well?

A. Oh, yes.

MR. DREW: I think we should have this complete picture, and I would ask Mr. Hales to prepare a list of the cars sent out.

MR. COOPER: I have the complete log here. (Produced.)

MR. DREW: Q. Is this the complete log?

A. Yes, sir.

Q. So that that could be drawn out of the log?

A. Yes.

Q. Is this the complete log covering that period?

A. For that year. This covers the cars operating from this garage. It does not cover the cars operating throughout the Province. The cars used by the Attorney-General's Department, the trips are very, very few.

Q. What is that?

A. The cars used by other members of the Attorney-General's Department would be very few. I do not think that Mr. Snyder would requisition a car more than probably once in three weeks, if that.

MR.DREW: I would like a few minutes to go through these documents.

THE CHAIRMAN: Gentlemen, order, for a moment, please. We will declare a recess for ten minutes, if you will promise to come back; and you may stretch your legs while Colonel Drew goes through these documents.

(Ten minutes recess was then taken by the Committee.)

THE CHAIRMAN: Gentlemen, let us come to order, please. All right, Colonel.

MR. ELGIE: Before we take up something else, may I move something?

THE CHAIRMAN: Certainly.

MR. ELGIE: I move, seconded by Mr. Duckworth:

"That Mr. Osborne Mitchell, Secretary of the Hydro-Electric Power Commission of Ontario, be directed to attend at the next meeting of this Committee to give evidence regarding the motor cars owned by the Hydro-Electric Power Commission of Ontario, the expenses of operating the said cars, the purchase price of the said cars;

And that Mr. Osborne Mitchell bring with him such books and other records as are necessary to explain the use of the said cars, the method of purchase and all details regarding mileage accounts and car rentals;

And that the said Secretary, Mr. Osborne Mitchell, bring with him such books and records as are necessary to explain the details of the various items under consideration."

THE CHAIRMAN: Gentlemen, you have heard the motion. What is your pleasure? Do you want me to read it again?

AN HON. MEMBER: I was wondering, Mr. Chairman, whether this Committee has any power to deal with the Hydro, or should that be a matter for investigation?

I am not attempting to speak authoritatively, but when it was read, it struck my mind as to whether we had any authority to deal with the affairs of the Hydro.

MR. HENRY: It is only a few years ago that we had the Chairman of the Commission before us for some days.

AN HON. MEMBER: On Public Accounts?

MR. HENRY: Yes.

AN HON. MEMBER: I would like it considered, first.

MR. COOPER: I wonder if Mr. Elgie would let this stand for the present. If these are not in the Public Accounts at present before the House, I doubt it.

MR. DREW: The Hydro totals are before the House in connection with the Attorney-General's Department.

MR. COOPER: I do not know.

MR. DREW: All right, leave it until we adjourn, and you can check it up.

THE CHAIRMAN: Very well, it will stand until that is checked up.

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INSPECTOR HALES: Examination by MR. DREW resumed:

Q. Inspector Hales, on sheet 19 of the prepared list which you have given me, which is entered as Exhibit 12, at the foot of the page you will see an entry there, if you will look at it.

A. At the bottom of the page?

Q. Yes. Looking at the bottom of that page, you will see the entry. On the authority of whom does that car go out?

A. Mr. Conant's.

Q. And the driver is whom?

A. Mr. R., G. D. Conant.

Q. I am now producing sheet 80 of the log, and if you will look at the last entry on the log you will see a slightly different entry—I am merely checking that. They are not exactly the same entry?

A. It is booked out here by Roger Conant.

Q. Who is Roger Conant?

A. Mr. Conant's son.

Q. He is the only one shown as the driver?

A. I think if you will look at the next sheet, March 22nd, you will find that the car was back in by Mr. Conant, Chevrolet 9A315.

Q. Is this the same car? This is shown as taken out when?

A. At 7.00 p.m., sir.

Q. This is shown as taken out on the authority of Mr. Conant, and the driver's signature is Mr. Conant; that is not Mr. Conant's signature, is it?

A. Oh no, Mr. Conant's signature does not appear on those sheets at all. Whoever booked it on the car took "For Mr. Conant."

Q. Do you know yourself whose signature that would be?

A. Of Mr. Conant?

Q. Yes.

A. It would be one of our drivers who booked the car out.

Q. Are the other signatures those of the drivers?

A. I would say in most cases of Mr. Conant that the signature is not his.

Q. Again I am merely checking up for the purpose of trying to get established the clear practice adopted. Can you say definitely that the signatures appearing here, which are not the signatures of the drivers who actually drove the car, are those in which Mr. Conant's name appears?

A. I could not say that, sir. A man might come over to the garage and might have another man to book the car out for him.

Q. Take the case where Roger Conant signs to take the car out?

A. I do not think that is Roger Conant's signature, sir.

Q. In that case, you will see it is Mr. Conant per Roger Conant. That would mean that Roger Conant took the car out of the garage?

A. I do not know that, sir.

Q. That is so far as your records show?

A. Yes.

Q. Chevrolet car leaves at 7.00 p.m., and the car's destination is shown as District; the Attorney-General is shown as the authority, and the driver as Roger Conant. In that case the Attorney-General took that car out himself. In this case this police car was taken out on March 21st by Roger Conant and it was out all night. Now, in that case surely there must be some clear instructions which determine the source of the authority. When an entry is placed

here on the authority of the Attorney-General, from whom does that authority come?

A. From Mr. Conant himself or from someone in his office; we would not let the car go out of the garage on Roger Conant's authority only. He could not come there and say he was taking the car out for Mr. Conant.

MR. COOPER: A telephone message might have come from the Department, from Mr. Nicol, and Mr. Conant may have come to the garage to take the car out?

A. Yes.

MR. DREW: You have no way of knowing that?

A. No, I have not.

Q. Can you suggest any reason why, if Roger Conant came there for his father, that the customary practice of showing his father's name as the user of the car would not be followed?

A. Our man booked the driver of the car.

Q. That, you notice, was on a Saturday, and the car was out over Saturday night and returned on Sunday?

A. Yes.

Q. "District" might be anywhere in that district?

A. It might be anywhere at all. This is District No. 5, sir, and its boundaries are Port Credit and down to Oshawa and Bowmanville.

MR. COOPER: Q. Supposing Mr. and Mrs. Conant walked into the garage, the car would be booked out on the authority of Mr. Conant?

A. That is so.

Q. And if Mrs. Conant got into the car and was going to drive him, would your garage man enter her out as the driver?

A. That would depend on the man. Some of the men will put down Mr. Conant and other men might put down Mrs. Conant.

Q. And that is what happened?

A. Probably.

MR. DREW: I can quite understand that this list was prepared in some hurry; but I will not take time to go through more than two or three of the sheets, and I have already discovered three errors after comparing the entries here with the entries there. I would like to have the copy which we put



in an exact copy of the entries. I can understand how errors might occur in having a copy quickly run off. I would like, when we adjourn here to-day, to have the entries checked, so that the entries are to be exactly with the entries in the log. In other words, someone in preparing that has placed their own interpretation on the log—something that does not show here at all.

INSPECTOR HALES: To which entries are you referring?

Q. I am referring to the one in which Roger Conant takes a car out on Saturday evening and it is out all night, and it is shown to have been taken out on the authority of Mr. Conant. In the log it is Attorney-General Conant; driver's signature, Roger Conant. I would like those to be checked up. And I will give you another example as to why I think these should be checked. And I must say I do not wonder at some mistakes creeping in because it is extremely difficult to read some of these entries. As I say, I do not understand how much checking this list needs, because I only had an opportunity to go through half a dozen of the log pages, and it covers a whole year. For instance, on March 26th, Chevrolet 9A316 is shown leaving the City at 11.40 a.m. for Niagara Falls, and the entry in the list says on the authority of Mr. Conant, and driver, Mr. Conant. Whereas the entry in the log is quite different. It says Chevrolet 9A316, destination Niagāra Falls, and the authority is Mrs. Conant, and the driver is J. E. Cook. J. E. Cook was one of your drivers?

A. Yes. That authority can be the passenger or the authority of. If Mrs. Conant was the passenger, the authority would come from Mr. Conant.

Q. What I would like on the record is to have what was in the log. I do not pretend to understand how any police car could go out on the authority of any one but an official in the Department, or of the Attorney-General.

A. It would have to be.

Q. Nevertheless here is the entry, and the driver is J. E. Cook. You see this is not the same here. It shows now only Mr. Conant taking the car out—this must be another entry, it shows the driver's signature "Mr. Conant," whereas the driver's name was J. E. Cook.

How would you interpret that, as far as you can, as to who was in the car and who took it out?

A. 9A316?

Q. Yes.

A. Chauffeur J. E. Cook would take the car out of the garage.

Q. And who would you say was the passenger in the car?

A. I would say Mrs. Conant.

Q. And the destination was Niagara Falls?

A. Yes.

Q. I want you to check carefully this exhibit, so that the entries will agree with those in the log.

A. Yes.

MR. COOPER: Undoubtedly you must have had some authority to let the car out?

A. Oh, undoubtedly.

Q. The car may have gone and picked Mr. Conant up?

A. Yes.

Q. Does that "returning March 28th" apply to the entry below?

A. Yes.

MR. DREW: Here I find Mr. Roger Conant's name again on March 27th. We were discussing a moment ago the 21st, which was a Saturday, and we found that Mr. Roger Conant on March 21st took out a Chevrolet police car and it was out all night; then on the following Friday the 27th March, Chevrolet 9A316 was taken out at 6.30 p.m. and returned at 10.00 a.m. on March 28th, on the authority of Mr. Conant, and the driver was shown as Mr. R. Conant. That would be Roger Conant, Mr. Conant's son.

A. R. Conant would be Roger Conant.

MR. DOUCETT: This is shown "City."

MR. DREW: Q. Does that mean that was shown as being used in the City?

A. Yes.

Q. Inspector Hales, have you any explanation for a police car being taken out by Mr. Roger Conant and being kept out all night?

A. It would be on the Attorney-General's authority, sir.

Q. You have no other explanation to make other than that?

A. No, I have no idea beyond that.

MR. DOUCETT: There is no log kept as to the mileage of a car, is there?

A. For each individual trip?

Q. Yes.

A. No, sir, there is not.

Q. How do you check the mileage?

A. Every time the car needs gasoline the speedometer is put down.

Q. And kept in the log any place?

A. And kept on the account for the car. We have our monthly speedometer reading, and we have the number of miles the car has travelled during that month.

Q. And when the car is away for some time and has to have gas, how do you arrange that?

A. As I have already told you, the man has an identification card; if he needs oil or gas and he produces his identification card showing the number of his car showing the authority for the garage man to supply that car with gasoline or oil—

Q. You still use those cards?

A. Yes.

Q. And when it comes back you charge that back to the car?

A. Yes.

MR. DREW: Q. I refer to sheet 86 of the log. I notice an entry crossed out. What does that refer to?

A. That has been a mistake on the part of the driver. At this time, Mr. Conant's own personal car 9A1 was in our garage, and it has been ordered for his use; and our driver has made the mistake of putting Mr. Conant's own personal car on this log. It should not be on this log at all.

Q. So that during that period Mr. Conant had his own car in that garage as well?

A. Oh, he had his own car.

Q. Was that driven by men from the garage?

A. On a few occasions.

THE CHAIRMAN: Order, please, gentlemen.

MR. DREW: Q. Mr. Conant's own car was in the garage and was driven on occasions by a police officer?

A. By our man, yes.

Q. Have you any way of knowing how the distinction was drawn between the occasions on which Mr. Conant would use his own car driven by a police officer, and use a police car?

A. No, sir, I would not know why he was using his own car.

Q. The thing is clearly revealed by this. I have only read, remember, a very few of the entries of cars taken out over the week-end in checking up the date, and I have found quite frequently that cars were taken away to Oshawa for the week-end, both police cars and station wagons. I must admit that in the absence of some explanation it is difficult to understand what the explanation would be of using a police car to go to Oshawa in the week-end, and leaving his own car in the garage?

A. His own car may not have been in the garage.

Q. Does he own one or two cars?

A. During a portion of the time he had two cars.

Q. Did he pay any rental for the storage space there?

A. That I do not know. If he did, it would be arranged by the Department of Highways. We are but the Department of Highways Garage.

Q. Did his car receive any gasoline from your garage?

A. At one time he was allowed to purchase gasoline from the Department of Highways.

Q. How are these cars fuelled there? Are they fuelled by the Highways Department under instructions from yourself, or how is the actual handling of it done?

A. As I stated a little while ago, each night our men on night duty have instructions to check over each one of our cars for gasoline, oil and tires. And if a car requires gasoline, he calls the attention of the Highways Department attendant, and our men will drive the car to the Highways pump, and the Highways Department will put the gasoline in our car; and the Highways man will make a record of the car license number and the speedometer reading and the number of gallons of gasoline and oil that have been received. Then the Highways Department, the following morning, turns over those records, and our men in the garage take those slips and enter them up on our monthly cost sheet for the various cars. And then in the following month the Department of Highways gives us an account for the total amount of gas supplied us during that month. That is only for the City of Toronto, of course.

Q. What I am asking is was any gasoline put in Mr. Conant's own cars from the fuel supplied to the Police Department?

A. He has had gasoline supplied from the Highways Department pump, and that was billed to Mr. Conant by the Highways Department direct. It was never supplied to or paid for by our Department.

Q. Those cars which Mr. Conant had—he had two cars in there on different occasions during this period of his own—was it on his instructions that police officers drove those private cars?

A. Certainly, sir.

Q. And were those cars taken out by anybody but by Mr. Conant while they were being driven by police officers?

A. You mean passengers in the car?

Q. Yes.

A. He would most likely order the car to be brought over.

Q. Did anybody else order the car?

A. Somebody from his office might order the car to be brought over. On a number of occasions his son would come over and take Mr. Conant's own personal car from the garage.

Q. I am speaking more particularly of occasions when police officers were driving these private cars. On occasions when the police officers were driving these private cars, have you any knowledge of who they were driving?

A. No, I have not.

Q. Have you any knowledge of what police officers drove the private cars?

A. It might be any one of these men whose names appear on these sheets.

Q. I wish you would make enquiries, and when we resume on Monday morning would you have available any of the police officers who drove Mr. Conant?

A. This man, Conant here, is a Constable. I believe he is still attached. Do you wish him, sir?

Q. Yes. It would be very simple to find out which one of the police officers drove Mr. Conant's private car, and have them here.

A. They will not be police officers, they will be our chauffeurs.

Q. They are employed by the police force?

A. Yes.

Q. Do they wear uniforms?

A. No.

Q. But they are engaged by your branch?

A. By our Department, yes.

Q. Do not answer unless you are in a position to do so. Have you any



reason to believe that the police cars that were taken out on week-end trips to Oshawa were being used on Departmental work?

MR. COOPER: He has already said that once our car leaves the garage he does not know anything further about it.

THE WITNESS: When it leaves the garage, Col. Drew, I have no way of knowing where that car has gone, or for what purpose it is being used.

Q. You realize that what prompts this whole enquiry is a check into the measures of control exercised over the cars, and we have been dealing with different cars. Is there any system of audit or checking which seeks to determine the extent to which cars are being used or the purpose that they were intended for?

A. A copy of this log, sir, is forwarded to the Commissioner's office each day, and so far there has been no criticism come back from the office as to the use of the cars.

AN HON. MEMBER: Q. How long has that system been in vogue?

A. This particular system has been in vogue, I believe, since 1934-1935.

Q. Who instituted it?

A. Inspector Boyd was there in charge of the office.

Q. It seems very efficient, and I was wanting to congratulate you on keeping a very close check on the cars.

A. We do keep a very close check on the cars.

Q. Was there any system in vogue before?

A. Only a very haphazard one, sir.

MR. DREW: I would say that this is very haphazard. You are the inspector in charge of police cars, and you are not able to give me any slightest indication—I am not suggesting that this is your personal fault, but the system, as such. There are 360 entries here in one year of Mr. Conant having cars taken out on his authority, and you have no way of knowing the purpose of any one of those particular uses of the cars, have you?

A. I cannot question Mr. Conant's authority, sit.

MR. COOPER: Q. Mr. Conant, after all, is the Attorney-General over your Department, and it is not your duty to question his authority in your department?

A. No, and I would not do so.

MR. DREW: Q. I recognize you cannot impose the system with an ultimate

check, but what interests me is how any auditor who is seeking to find out whether any car is being properly used, as they would do in a private company, could from this system get the slightest idea whether cars used in one year on 360 occasions in 365 days were used for the purpose of this Department. This log would not indicate that?

A. No. One could only get that from the one who authorized the use of the car. He would have the reasons for the car being used.

MR. DREW: We will not go into a system of audit which you have no power to impose.

Q. Would you have any way of determining the total mileage of those cars?

A. No, we do not take the mileage of the individual cars.

Q. Would there be any way of determining how far the cars were driven on the 369 occasions in which they were taken out?

A. Not definitely at all.

Q. There are 360 entries there. They do not even cover one a day. One entry covers a car for three weeks, and a number of them cover three to six days. In your records would there be any way at all by which you could check on that mileage which those cars had run upon the 360 occasions on which they were taken out?

A. I could not give you an accurate mileage. What we might be able to do is to take the day on which that particular car went out, and by checking up our gasoline records find the number of miles driven on that day, and then, when the car was brought back to be filled up again, get the number of miles it had gone. But in the meantime, that car might have been filled up at some other place.

MR. DOUCETT: That would be shown if anybody used the car?

A. That also would show on anybody else's use of the car.

MR. DREW: I understand we are meeting again on Monday morning, so that we will have that break in the meantime, and will you have these entries checked over? I may be wrong, but I realize that there might be quite a number of omissions.

A. I rushed that list, so as to get it out for you. It will take quite some time to go through there.

Q. I understand it was done under a great deal of pressure, but I ask that you check it over. When you are checking it over it would not be hard to prepare a list of occasions when cars were sent out on the direction of Mr. Snyder.

A. On a separate list?

Q. Yes. That can be done at the same time as the checking of this other is being done. You will do that?

A. We will do it on Sunday, perhaps.

THE CHAIRMAN: Are there any other questions of the witness, gentlemen?

MR. DREW: Q. Just before we pass from that. You have explained the difficulty of finding out the gasoline mileage. Just taking some of the entries for the longer periods, for instance, take that station wagon which was out for three weeks, and take some of the cars that were out for a week or three or four days, as examples, and see what you can find from your records as to how much gasoline and oil was used and who paid for it?

A. On how many occasions do you want that?

Q. Is the speedometer checked when a car goes out and comes in?

A. No, it is not.

Q. For instance, that car that went out for three weeks. If it was taken out and used and other gasoline put in there, and that was authorized by the police department, would you have no record of that?

A. If it was purchased for the police department we would have that on our records.

Q. It would seem, in the case of a car which went out for three weeks, obviously if it was used, gasoline must have been purchased?

A. If it has been purchased and charged to our department, it will be on our records.

MR. DOUCETT: Q. You would have the speedometer readings at night before that?

A. At night when it was checked, I would have the mileage.

Q. Then you would have the mileage the night after it was returned home?

A. Yes, and by subtracting the one from the other you can get the mileage.

MR. DREW: Q. Then it is understood, first of all, point number one, that Exhibit 12 is checked and revised so that the entries there will accord exactly with the entries in the log?

A. All right.

Q. And you will also check for omissions, because of the way in which the log was kept I can understand there would be errors, or it might be carried over

A. It might be confusing to you, sir.

Q. Will you just check to see if there have been any omissions and then if you will prepare another statement in respect to the Deputy Attorney-General Snider. As I understand it, he is the only person besides the Commissioner and the Attorney-General who would have authority to direct that a car be taken out?

A. The Deputy Commissioner can also authorize the use of cars.

Q. That is for police work?

A. Yes.

Q. Might there be entries by Mr. Nicol that would not be shown in this list, of Mr. Conant's?

A. Oh, yes.

Q. Then I would like a list of all cars issued to Mr. Nicoll as well.

A. Are you referring to this, that you want a list of all persons in the Attorney-General's Department who used a car?

Q. Is there anybody else who might use a car?

A. Yes, there might be a solicitor.

Q. What I am wanting is distinct from the police branch. I want Mr. Nicol, the Deputy Attorney-General, or anyone else.

A. I understand now. Also you want one or two of our drivers who may have driven Mr. Conant's personal cars.

Q. Have two or three of them here, and if the others are there—I merely want to find out what the practice is, because I hope that the Committee will be prepared to adopt a resolution I propose to make in order to provide for the exercise of some control over these cars.

Then there have been occasions when the car has been out six or seven days. If a car has been out over four days, will you check it for the purpose of the mileage?

A. All right.

AN HON. MEMBER: Q. When you testified last Tuesday, I think you made an estimate as to the operation of the Government-owned cars, and gave us a round figure of four cents a mile?

A. That is approximately it, but that is not the exact figure.

Q. It was three point something?

A. It was close to four cents a mile.

Q. It has now been pointed out to me that in your computation you have certain advantages over a private owner of an automobile, who is operating his own car?

A. Yes, many of them.

Q. I notice that one of them is that you are not charged a sales tax on the gasoline you used—that was taken into consideration by you?

A. That was taken into consideration, yes.

Q. You have that advantage over a private owner, that you do not pay sales tax?

A. Yes.

Q. On your oil you do not pay a sales tax?

A. We save approximately six cents a gallon on oil.

Q. How much do you save on gasoline?

A. On that we save the Federal tax of three cents a gallon, the sales tax, which amounts to about half a cent a gallon, and we also get a rebate of two cents a gallon.

Q. So that you save five cents a gallon on your gasoline?

A. Yes.

Q. You have that advantage over a private owner?

A. Yes.

Q. What about your license plates?

A. Our license plates are loaned to us by the Department of Highways. We do not pay anything for them.

Q. And about your insurance coverage, I understand you carry what insurance?

A. Public liability, property damage, fire and theft, and \$50 deductible collision.

Q. Have the police had many of their cars stolen?

A. No, sir, there has been only one of them that I can recall.

MR. COOPER: Q. I understand that your whole coverage premiums are \$20.00 a car?

A. Approximately \$18.00 a car.



I might clarify that by saying that in Toronto the premium would be higher than perhaps it might be in some of the smaller towns such as in Barrie. Traffic hazards are greater in Toronto and therefore the premium is higher. But that is done, on the average of the whole of the Province. All our cars are covered. They all carry the same coverage.

Q. So that you have a decided advantage over the ordinary man?

A. Yes.

MR. DOUCETT: Q. Do you mean to say you have public liability, property damage, fire and theft and \$50.00 deductible collision for \$18.00 per annum?

A. Yes, that is the average for the fleet of cars. Some are slightly less than that, but that is the average.

Q. It seems very low—I am not doubting you—but the fact is that in a private passenger car the collision rate would be more than that.

HON. MR. MCQUESTEN: That is one of the reasons for the very low mileage rate; much lower than for a person who operates a privately-owned car.

MR. COOPER: What about the discount on tires and gasoline?

A. Our discount on tires amounts to about 30 per cent.

Q. Then, on the original purchase of your cars?

A. We have a rebate on Sales and Excise taxes. On the Chevrolet cars this is approximately \$225 that we get as a rebate there.

Q. All these factors allow you to arrive at a charge of about three cents a mile.

A. Yes, and also I might add that we get a fleet owners' discount which the private person does not get. If a new car is worth \$900 and we have a trade-in, they allow us \$500 for it, and we get 10 per cent on that, which is \$40.00 on that car.

Q. That accounts for the low operation cost of the cars?

A. Yes.

THE CHAIRMAN: You have certain mileage cars in your Department as well?

A. Yes, Mr. Hipel. I have no control at all of the private cars, but I believe, unless the mileage warrants it, they should not put in a Departmental car.

Q. In your opinion, it is good business for the Department to have mileage cars?

A. Oh, yes. I would not recommend putting a Departmental car in a place where the mileage would be under 10,000 miles.

Q. If that were the case, if you were a civil servant and your position depended—

THE CHAIRMAN: Just a little order, please.

Q. If you are a civil servant and your position depends upon you personally owning a car so that it could be used for Departmental business on request or authority, would you say that you could operate your car as at low a cost as you have given us here?

A. Definitely, no.

Q. What would you say as to being asked to own your own car and take six cents a mile—would that be too high?

A. I would not consider it too high.

Q. The point I am bringing out is simply this: We have hundreds of civil servants who are expected to own cars, and those cars are on call. I do not think anyone, not even Col. Drew, would consider that those civil servants who may be getting \$125 a month could be expected to use those cars for Government business without adequate compensation.

MR. DOUCETT: But, Mr. Chairman, the rate depends upon the mileage for which the car is used?

THE CHAIRMAN: Oh, yes.

AN HON. MEMBER: What does it cost you, Doctor?

THE HON. MEMBER: I figure it out at seven cents a mile.

MR. DREW: Q. When you gave the estimate of the operation cost of cars on a mileage basis, you first of all gave the figure without making an allowance for insurance and depreciation?

A. Yes.

Q. What was that figure again?

A. 3.33 cents.

Q. Then the additional amount was for depreciation and insurance?

A. Yes.

Q. Then what was the other figure which you gave in addition to that?

A. I took this 3.33 cents for the actual running cost of the operation of the cars. 4.13 was the figure after depreciation and insurance had been added on.

Q. The reason I ask that is this: A mileage charge of 4.13 cents, and 3.33 cents was the actual operation cost?

A. Yes.

Q. Have you any substantial reductions in that figure?

A. Below that?

Q. Your Department would pay very much the same as anybody else would pay for the items going into that figure—for gas and oil, for instance?

A. We do not pay taxes for gas and oil. On the figures I am quoting here, 3.33 cents, I am taking into consideration all the discounts.

Q. And those discounts would amount to about 25 per cent?

A. On gasoline it is  $5\frac{1}{2}$  cents a gallon. On our license plates, they are loaned to our Department, and we save \$10.00 per car there. Our insurance coverage is very, very low. We save approximately 25 per cent on tires, and 25 per cent on accessories. And we also save the sales tax.

Q. Of course the .8 cents covers the insurance?

A. Yes. We save approximately \$22 on our insurance.

MR. DOUCETT: Q. You buy it for less than half?

A. Yes.

AN HON. MEMBER: On private-owned cars, what would be the insurance cost?

A. Approximately \$48.00. Our cost is approximately \$18.00.

MR. DOUCETT: You mentioned parts and you mean mechanical parts?

A. Yes.

Q. You get 25 per cent on them?

A. On some of them we get 25 per cent, on other parts 20 per cent. In our Department throughout the entire Province, each operator in charge of our Departmental cars was supplied with a Fleet-owner's discount card supplied by the General Motors, Limited, and Ford Motor Car Co. That was instructing each dealer, each garage, to give our operator the 25 per cent discount on any parts which were required for the repairs on their car.

Q. The man you purchased the parts from still gives you a discount?

A. It does for parts we install ourselves. If we take our cars to his garage and he installs them, he would not allow us the discount.

MR. DREW: Q. Inspector Hales, you have a group of drivers engaged by the Police Department. They are over in the garage there. Are there any other drivers in that garage?

A. Outside of ours?

Q. Yes.

A. Yes

Q. What other drivers?

A. They belong to the Department of Highways, sir.

Q. Those are men whose only job is driving?

A. Driving and garage attendants, mechanics.

Q. Of the Department of Highways?

A. The Department of Highways, I believe have two mechanics there. I forget how many drivers they have.

Q. Would it be a comparable number to the number you have?

A. Yes, it would be.

HON. MR. MCQUESTEN: What do you mean by a comparable number?

A. We have four drivers in our garage.

Q. Do you mean comparable with four?

A. Yes.

MR. DREW: Q. Your drivers, you have explained to us, have on occasions driven the Attorney-General's private cars. Have they driven private cars of any other Cabinet Minister?

A. No, sir.

Q. You are sure of that?

A. I am sure of that.

MR. DOUCETT: Q. Do these drivers sit around waiting for a call?

A. No. We do not call them drivers, now. They are called attendants. There are never any more than two drivers there at any one time. We keep our garage open 24 hours a day, and there are two men there on night duty.

MR. DREW: I have no further questions.

HON. MR. MCQUESTEN: Could we get rid of these men?

You asked me to have Mr. Millar here. Could you get rid of Mr. Millar to-day?

MR. COOPER: I was going to deal with Mr. Elgie's motion. This is the motion handed to you. Frankly, I enquired from the Clerk of the Legislative Assembly, and I have his opinion in writing, if you want to submit it to the Committee:

"Re Public Accounts Committee and Hydro Expenditure:

In my opinion the Committee has power only to enquire into the items set out on page 42 of the Public Accounts for the year ending March 31, 1942.

This does not empower them to go into the details of the Hydro business."

I understand that the Commissioner of the Hydro has at all times in the past definitely refused and taken the stand that his Department would not be investigated here, because he is really a trustee of this property for the municipalities. It is not part of the Government, and does not appear in the Public Accounts, except the items mentioned on that page, which does not cover the items which Mr. Elgie is seeking to enquire into.

MR. ELGIE: On page 42 it deals with Sinking Fund. Then on page Q-18 there is another item of \$860,000.

HON. MR. MCQUESTEN: For what?

MR. ELGIE: It is in connection with the extension of the Hydro-Electric Power Commission rural and secondary lines, \$860,000.

In my view that changes the situation and would naturally have changed the view of the Clerk of the House, if he had had this amount brought to his attention.

MR. COOPER: That is the amount we vote for the farmers.

MR. ELGIE: In any event, Mr. Chairman, I know that you have been for many years one who urged that this Public Accounts Committee was entitled to go into the Province's affairs generally.

THE CHAIRMAN: That I urged it?

MR. ELGIE: Mr. Nixon was a supporter of that theory, and I understand you were the same.

MR. COOPER: We had the Hydro here before a Select Committee, and that was the only way by which we could get that information before the Legislature, by a Select Committee.



MR. ELGIE: Q. Further than that this is but a follow-up of the work of that Committee covering this particular thing.

This \$860,000 I feel does come well within the scope of the Public Accounts for the year ending 1941-1942.

THE CHAIRMAN: Have any of the Committee Members any submission to make on this motion?

MR. COOPER: As I understand the item which Mr. Elgie has just read, that is the bonus given to the farmers on the Hydro. And it has nothing to do with our Public Accounts.

MR. ELGIE: We hand it to the Hydro, and they are spending our money.

THE CHAIRMAN: At the moment, I would rule that anything that is not within the cover of the Public Accounts would be out of order here. But I am only acting as temporary Chairman to-day; and that is my ruling, subject to revision over the week-end with the regular Chairman being in the Chair on Monday morning.

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JOHN DAVID MILLAR, recalled.

By MR. DREW: Q. Mr. Millar, the work actually started on this job on what date?

MR. COOPER: On what job?

MR. DREW: I am sorry. We have covered a number of things with Mr. Millar. We are dealing now with the McGinnis & O'Connor contract, in the Kingston area. What was the actual date when the work began on that contract?

A. I believe it was the 25th July, sir, as I recall. I had that date the other day in a note, but I cannot find it immediately here.

I might qualify it to the extent of saying it was about the middle of July or slightly after.

Q. The thing about this contract which is rather noticeable is that the contract was let on May 19—that is right, is it?

A. That is right, sir.

Q. And the job was to be completed according to the contract by the 31st July—that is right, isn't it?

A. Yes, that is the usual phrase put into those contracts, the termination date.

Q. But that date has some meaning, hasn't it—it is supposed to indicate

the time you expect the job to be finished, subject to what variable conditions might develop in the meantime?

A. That is right, sir.

Q. Now this contract was let on May 19th. It was explained to us that a new situation arose just about that time, where the increase of the military activities had called for a change in the type of work which was to be done. That was discovered, apparently, about the same time as the contract, because when Mr. Noonan was here the other day he said that he knew about the middle of May that this stretch on which the work was actually done was going to need some more work than mere surfacing. You recall that, don't you?

A. I do.

Q. Let us get these events in sequence. If Mr. Noonan's evidence is correct, about the middle of May he knew that the work on the ten-mile stretch—we will use that expression because that approximately covers the distance within which this work was done—he knew that on that ten-mile stretch on which this work was done something more than mere surfacing would be required?

A. That is right.

Q. On May 19th that contract was let, not for work to be done on that ten-mile stretch, but on a job which was really a construction job for the ten miles. Isn't that right?

A. No, not that contract.

Q. I am sorry I got taken off the track. Mr. Noonan knew about the middle of May that a more important or a more extensive job was necessary than mere resurfacing on that ten mile stretch?

A. And that was carried out, if I might explain that. On August 18th was the date of the Order, the date of the estimate.

Q. What I mean is that at or about the same time as the contract was let for the resurfacing of the whole 115 miles, Mr. Noonan at any rate knew that another time of job was needed on that ten miles. That is correct, isn't it?

A. No, I would not say so, entirely, sir. There were entirely different conditions between the time the contract was let and the time when the contractor got started—different conditions on the road.

Q. That was because of the increased traffic?

A. Yes, it was building up until July.

Q. He said that the increase had become apparent about the middle of May—about the same time that the contract was made. That is correct, isn't it?

A. Yes.

Q. This contract was supposed to be completed about July 31st, and McGinnis & O'Connor did not go in there until July 25th, six days before it was supposed to be completed. By that time it must have been known perfectly well that this was no longer merely a resurfacing job?

A. That is correct, sir.

Q. That being so, wouldn't it have been good practice to call for a tender for the job that was actually to be done?

A. That might be so. But in our opinions we did not feel justified in calling for a new tender.

Q. This tender had no real bearing upon the type of job that was to be done at all?

A. The bulk of the original job was for penetration macadam paving; and that was carried right through the two years that the contract was in operation, the building of a macadam stone pavement on the base.

Q. One was a resurfacing job which was going to call for \$90,000 of work on a resurface over the 115 miles?

A. That is correct, sir.

Q. Now, isn't it perfectly obvious that if you were estimating on a job limited to \$90,000 over an area of 115 miles, you would have to put in a very much higher figure on any one part of it than you would on a job which was to run over \$190,000?

A. That is true.

Q. What seems to me to be amazing is that figures which were given for material for a relatively small job of \$90,000 covering a wide stretch of 115 miles, which would add greatly to the unit costs of any part of it, that that figure was used for a \$190,000 job on ten miles?

A. According to the terms of the contract we could order the material to be placed at any one point within the area; and the contractor had bid on that basis.

Q. Let us take ten tons of stone. It is a very different thing to take ten tons of stone from one point on this ten-mile area, or to have to take that in small amounts all over the 115 miles of road, from the point of view of costs?

A. The costs would have to be averaged on that. The contractor figuring on a job spread over the area would have to balance his costs.

Q. In balancing the costs, doesn't he have to take into consideration what it would cost to haul his stuff over 115 miles?

A. That is so. He would be hauling from different pits.

MR. DOUCETT: Of course he only had for a start 16,000 tons, so that he could not set up many different jobs for that amount?

A. I would have to check the quantities.

Q. The stone is figures in tons, not in yards?

A. 33,700 tons of penetration course, and 16,700 tons of crushed stone, consolidated, keyed and bonded. There are two items there of 16,000 tons, which was estimated at 33,400 tons on the original job.

That price, I might add, includes the keying and bonding, that is placing it there and rolling and consolidating.

MR. DREW: I know it is not possible to get down to an exact mathematical comparison, but isn't it obvious that if you have to use your equipment over 115 miles, even if you draw your stone from a number of different places, your actual overhead on that is much higher than if you handled it only ten miles?

A. The haulage costs would be the same. The truck haulage, whether going three or four or ten miles would be the same.

Q. Isn't it also obvious that if other contractors had known that this was going to be a \$400,000 job and not a \$90,000 job, their figures for the individual items might be different?

A. That is possible; but we did not know it ourselves.

Q. You knew it before the work was started—the contract was let on May 19th, and while Mr. Noonan could not fix the exact date, he said that he knew that the increased traffic conditions called for a different type of work on that ten-mile stretch.

A. The traffic was getting to the point where it was beginning to show.

Q. The condition was recognized then, and it went for two months before McGinnis & O'Connor came on the job. It was certainly known before McGinnis & O'Connor came on the job that it was going to be a different type of work than was contemplated on the 115 miles?

A. We knew we were going to have to extend the job.

Q. Could you say how long before they went on, roughly?

A. I could not give you a definite answer to the date; because, knowing whether a road would break up or not is to be gathered from day to day. The road was getting worse.

Q. Would you say that by the beginning of June you knew that the job was getting worse?

A. Perhaps by the middle or the end of June.

Q. If by the middle or the end of June you knew that there was going to have to be a change, there would have been plenty of time before McGinnis & O'Connor began the job, to call for new tenders?

A. Scarcely at that time of the year because that was in the middle of the construction season. Contractors on the air ports were working on their seasonal work. Our practice is to call for tenders as early as we can in the spring. The contractor in this case had another job with the Federal Department, and was unable to come and start ours.

HON. MR. MCQUESTEN: Q. What about the costs of material in the period between?

A. The costs of labour and material were increasing. We felt, if we called for tenders again, the original contract prices very possibly would be higher.

MR. DREW: Q. McGinnis & O'Connor just took this on out of the kindness of their hearts, did they?

A. At the submitted price, sir.

Q. We are almost getting a halo around their heads, because nobody else would touch it.

A. We only asked for one price, and that was for rock. All the other prices were the same.

The original contract did not have a rock price; and that is the reason we did not want to throw out the contract which had been already called. If there had been, for instance, ten yards of rock estimated in that original job, it would have been different.

MR. DOUCETT: Q. Do you think they would have given that price, if they got 60,000 yards?

A. The original contract did not have any price for rock.

Q. And there were 67,000 yards of rock filling which were not in the original job.

MR. DREW: Wouldn't you say that this really sums up the whole situation. In May you called for tenders of the resurfacing of highways in the Kingston area, with a total mileage of 115 miles; and the tender which was accepted is to do that job for \$90,000?

HON. MR. MCQUESTEN: Plus \$30,000 odd. That tender also included the cost of material to be paid by the Department, and was so specified; so that the actual cost properly would include that. It was quite right.

MR. DREW: I am reading from the original tender in which the figure is for the total estimated tender, \$90,000. Is that right?

A. Yes.



Q. Before the contractor proceeded to carry out the job of work which was contemplated by that tender, if you would come to the conclusion that an entirely different type of job, not over 115 miles but over a stretch of ten miles, would have to be done—

A. The type of job was the same. It would require the same materials.

Q. But one was a resurfacing job over 115 miles, at \$90,000; and the other was really the rebuilding of the bit of road of ten miles, which was not completed in March of this year—that was a different style of job.

A. Yes, we had changed the style of work completely.

Q. Before the contractor went on there, you knew you were changing the style of work, and the only explanation you give is that you thought you would be taking a risk in calling for tenders and would not have as good a price as you would get if you could get McGinnis & O'Connor to agree on this new job to use the same figures as they had used in computing their total price on the small job?

A. Yes.

Q. So that to all intents and purposes this was a job without tender, wasn't it?

A. No, I do not think it. This was for additional work under the tender that we already had.

Q. There was no tender for that type of job, was there?

A. Yes, there was a tender covering everything but the rock.

Q. There was a tender for the resurfacing of the 115 miles at a cost of \$90,000?

Q. It was for such resurfacing and patching as was necessary over the 115 miles.

A. Yes, for the excavation necessary for the sub-grades, and so on.

Q. Surely that, from the contractor's point of view, was quite a different job than really building a highway within a distance of ten miles, where substantially four times the amount was involved—that was a different job?

A. Only by the amount of the rock, sir.

MR. DOUCETT: Q. Mr. Millar, the other day I asked you if you knew how much stone was taken out of the first 100 miles from zero to No. 220 station. I think you said you could let me have that the next day.

A. I do not recall that you asked me that question. I can do it by subtraction from the total at the end of the year.

Q. What system was used in checking the weight of the stone that was used on the road?

A. We have a weigh master on our scales. As you will see in the contract the contractor supplies the scales at his own expense; and the Department put a man on, and we weigh it.

Q. And the tickets are issued.

A. Yes.

Q. There is a ticket for each load of stone?

A. Yes.

Q. What system did your inspector have for O.Kaying these tickets?

A. The inspector makes out the tickets which record the weight, and the contractor may have his own man to check it, if he wishes.

Q. Is there any check on the tickets?

A. The tickets are made out in triplicate; two are given to the driver.

Q. How often would the driver take these out?

A. With each load. There might be odd occasions when the checker was not there. Unless tickets are issued, we would not pay for it.

Q. Did you ever know a system where tickets were delivered to the grade man weekly?

A. I could not say that, sir. Frankly it would not make any difference, because, unless our man makes out the tickets, the contractor cannot get paid for it.

Q. Supposing they were crushing for two jobs, how would they be checked?

MR. COOPER: Were there two jobs there?

THE WITNESS: I realize that a contractor might have two jobs going on, but the stone from our job would not be going from our weigh scales to another job.

MR. DOUCETT: Q. Are you sure of that?

A. We have inspected many jobs and we have not found to our knowledge such a case yet.

Q. You were on the job on several occasions?

A. Yes. Of course I am not able to answer whether the inspector got the tickets or not.

Q. That is one thing which should be carried out very regularly?

A. Yes, and we feel that we do check on that, because they are checked very carefully here in our office.

Q. When was the Order given for the supplying of the fill.

A. I have the orders all here, and I can give the dates to you in a moment. It must have been given in 1942, sir.

There is no Order here up until the 31st March.

Q. How would you arrive at the price of something which was not mentioned in your patching contract at all?

A. As I say, I have not got the Order here for 1941-1942.

I believe I might answer your question and say that it was in all probability let on the same basis as the establishing of the price for the rock excavation. Rock fill is very much on the same basis in the type of fill here.

Q. How do you mean the same as the rock excavation? The rock excavation was a dollar.

A. I am speaking from recollection.

Q. I was asking you the other day in regard to Work Orders and I was interrupted at that point. How many Work Orders were issued?

A. I have a list here of the Work Orders. Between the start of the job on May 18th, the first Order was issued.

I might explain that the maintenance work orders, according to our system, was based on the contract tender of 10,000 yards, and amounted to \$90,625.

On August 11th, 1941, we received from our engineer an estimate covering, among other items, 60,000 cubic yards of earth and 17,000 cubic yards of rock. On August 18th an Order was issued from the Toronto office—

Q. On August 11th what was that order for?

A. It covered the engineer's estimate. There was a working order amounting to \$70,375, Order 1-3546.

On August 19th, there came from the engineer an additional engineer's estimate for tiling and other miscellaneous items; and on August 21st, 1941, Order 1-3557, in the amount of \$3,240 was issued at Toronto.

Q. On February 24th, 1942, Order No. 1-4153, in the amount of \$9,313.10, was issued by the Toronto office.

On March 26th, 1942, Order No. 1-4193, in the amount of \$12,190.90; and on March 31, 1942, Order No. 1-4213 was issued in the amount of \$7,587.

Those money allotments, sir, total \$193,331.

Q. They were all work orders, were they, or did you have any other name for any orders?

A. The work orders are orders for the work to be done, and the money allotted for its carrying out.

I might say that in the year the total construction money approved by the Budget—

Q. What was the total there?

A. \$193,331, sir. I might say that money is Budget-controlled, and accountant controlled, and is drawn from the money allotted for the year.

Q. How many gallons of bitumen did you use there for penetration of the different types?

A. Without getting the orders for the supply of the material by the Department, I could not tell you. It does not show in the contractor's item at all.

We have applying bitumen, which would be practically the same thing—we might have some more on hand than was actually applied—at the end of March 31, 1942, there had been applied 167,500 gallons of bitumen.

Q. It would take much more than that to finish the job. You did ask for 300,000 gallons.

A. The original contract called for the applying of 230,000 gallons.

HON. MR. McQUESTEN: That was one item which was not equal to the estimate?

A. At the end of the fiscal year. I might add up to the present time we have not applied nearly that amount.

MR. DOUCETT: It says here, Application 309,000.

A. That is the final estimate as of March 31, 1943.

Q. This applying bitumen over a long area such as patching would naturally be more than for penetration?

A. I do not understand your question, sir. This was for penetration.

The price which you first got was for penetration, patching, and you

naturally would expect to pay more for patching than for penetration or construction of new road?

A. No, I do not believe so. The patching was expected to be carried out in quite long sections, 100 feet to 200 yards in length, over the road. It was to be done by a distributor.

Q. But it would not be nearly so speedy as doing a new road, would it?

A. I do not think there would be any great difference. It would be done in the same order in patching 200 or 300 feet.

Q. This road was only patched in spots, probably you would do 100 yards or 100 feet?

A. When we changed the status of the road to become more of a permanent roadway, we were using the bitumen as patching material to keep the road in shape for traffic.

Q. Four cents is a big price for a construction job, isn't it?

A. No, not for penetration macadam.

Q. The man who did this job, I suggest, did it for two cents?

A. I could not say as to that. The tender was received.

Q. That is the price that the majority would do such a type of road for, I think, and I think you feel too that a patching job would cost more money, when you are doing a little piece here and a little piece there, than when you are doing a penetration job on new construction?

A. Only in comparison with the quantity involved. The so-called patching referred to was patching over a considerable area. To all intents and purposes it was laying a pavement.

Q. But it was a different type of work and would have been much more costly—it must have been?

A. Penetration is done in blocks of anywhere from half a mile.

Q. Any penetration they do in a short time; but on the other type of work they might stay on all day.

A. That would be true on a small patching job.

At 1.30 p.m. the Committee adjourned until Monday, April 12th, 1943, at 10.30 a.m.

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## TENTH SITTING

Parliament Buildings,  
Toronto, April 12th, 1943, 10.30 a.m.

HON. MR. N. O. HIPEL, Chairman.

THE CHAIRMAN: Gentlemen, let us come to order, please. The regular chairman is not here, so I presume I will carry on this morning, if that meets with your wishes.

Colonel Drew, I have a letter here from the Prime Minister, and he asks that he be allowed to appear before the Committee to make a statement; I presume that is agreeable to the members of the Committee?

MR. DREW: Certainly—as a matter of convenience, it might perhaps help, if Mr. Hales would give us the revised statement of Exhibit No. 12. (Mr. Hales produces revised document.)

MR. COOPER: The ones which are not corrected are the originals?

MR. DREW: Have some of these been changed?

INSPECTOR HALES: There have been some changes on these (indicating).

MR. DREW: How does one tell where these changes are?

INSPECTOR HALES: With these sheets here, you can tell by the erasures, and then when the lines were filled up, we just carried on with new sheets. In some of these sheets, Mr. Common's name appears, and it has been taken for Mr. Conant's name. We found, on closer inspection, that this was so, and they were billed out to Mr. Common and not to Mr. Conant. I have a letter concerning the cars that were away from the garage for a period.

MR. DREW: Let me have that.

INSPECTOR HALES: Yes, that only happened on three occasions.

THE CHAIRMAN: Gentlemen, are you ready to hear the Prime Minister?

SOME HON. MEMBERS: Yes.

HON. MR. CONANT: Mr. Chairman, I appreciate this opportunity of correcting what, I am sure, are misleading impressions which are sure to arise from the Press reports and radio broadcasts, but more particularly, to remove an injustice to two persons who are entirely blameless in this matter. May I say, in the first place, gentlemen, that there is nothing to conceal so far as I am concerned, nothing to hide. Perhaps, I am the victim of my own system.

When I came in, in 1937, I found a rather loose arrangement of keeping track of the police cars, so I instructed, in the fall of 1937, that a system must be set up whereby every car which went out was charged to some person, and I see, I

am the victim of that myself, perhaps the most serious victim, in one sense. Now, that was done for several reasons, and one of them was the fact that it came to my notice that a former Attorney-General had made liberal use of the cars, had taken the children to school and from school and all sorts of domestic and personal reasons. I am not going to mention the name because I did not come down here to besmirch anybody. I only deal with this to substantiate my statement that I have nothing to conceal, nothing to hide at all.

Even after the fall of 1937, the system was not as tight as I would like to have it in this respect, in that there continued an understanding or a practice by which senior officials could get cars, like Mr. Magone, Mr. Common and Mr. Hope, the senior officials. So, I gave further instructions, Mr. Chairman, and I would like to table this memorandum. I would like to add here, that I was under the impression that the instructions I gave in the fall of 1937 were in writing, and I still think they were, but we have not been able to find the memorandum—at least, the clerks have not. This one in 1942 which, as I say, was a further tightening up because senior officials were simply using the cars—here is the memorandum, “Effective to-day, no person other than a member of the Provincial Police will be permitted to take out a provincial police car without consent in writing of the Attorney-General or Deputy Attorney-General.”

MR. COOPER: To whom was that directed?

HON. MR. CONANT: It was a general instruction.

MR. DREW: What was the date of that?

MR. COOPER: June 18, 1942.

EXHIBIT No. 13: Memorandum of instructions dated June 18, 1942, re use of police cars.

MR. DREW: I do not want to interrupt, but I would point out that that is subsequent to the dates we actually have covered.

HON. MR. CONANT: I am asking the indulgence of the Committee to explain the whole picture. I have not had time to read anything other than the newspaper reports, but I think there were some references in there to drivers.

I want to say this: After the outbreak of war and right up until June of 1941 when Russia was attacked, and for six or nine months afterwards, I received constant threats on my life and on the life of my family. These came in the form of anonymous letters, which I have not kept—I never keep anonymous letters—and telephone calls; more often to my residence in Oshawa than elsewhere. They were certainly disturbing, as they naturally would be, because these were disturbing times. As I say, that continued up until—well, Russia was attacked in June, 1941, and they were more persistent up until then, but they continued to a great extent for six or nine months after. I discussed the matter with Commissioner Stringer on more than one occasion, and I think he could confirm that, I am sure he would, although I have not discussed it with him since this thing came up. He always urged me that I should have a body-guard, especially when I was away at night and that my family should be pro-

tected. Well, I never could see the necessity of going so far as the Commissioner urged or advised, but I am frank to say that, on some trips, I did take a driver and on some trips I took a uniformed police officer who was armed—I think he was armed, I would not want to pledge my oath on that, but I think he was armed, I think you gentlemen will realize, in these disturbing times, if you were getting threats of that kind all the time, it is not a happy prospect to be driving alone in the country at night in some places. I expect, gentlemen, that accounts for many of the occasions. I have not looked over the log, but in that time, there are many occasions on which you will find it is marked down that I used a driver or a uniformed officer.

According to the newspaper there are some 360 occasions in the year in question when I used a car or it was charged to me. Most of these cases, gentlemen, resulted from a request to my secretary, Mr. Nicol, who was also chief clerk of the Department, for a car, for some kind of errand. It may be to deliver papers to Osgoode Hall or get papers from Osgoode Hall or the City Hall or some other public office. As a result of the system I set up, those were charged to me. In 99 per cent of those cases, I never even saw the car, certainly never rode in it, and I am frank to say I never gave it a thought until I read this account in the paper.

Then, I am equally frank in saying that my practice has always been to walk downtown for lunch. I am quite a walker and I enjoy that walk to get lunch. Now, if it turned out stormy or if I had a pressing engagement, I did get a car to bring me back. In this manner I suppose the car was out of the garage 20 to 25 minutes. On many occasions, I think you will realize that a person in the position of Attorney-General, goes to lunch, and then gets a telephone call that so-and-so is waiting for him. I do not think it is any abuse of the departmental affairs to get a car and to get back. On most occasions, I have not a definite record, but I think on most occasions I took a street car back, and I still do. However, I am quite frank in saying that in stormy weather or if I were pressed for time, sometimes a person would drop in who wanted to see me on departmental business, and I would get a car. I would say, gentlemen, that these two categories of cases, that is to say, where a departmental car was ordered by Mr. Nicol for an errand, or I got a car on these occasions to come back, I would say that they represent—I don't know, but I would guess, 90 per cent of this alarming figure of 360. I repeat, Mr. Chairman, I have not had time to look over the log.

Then, there was some mention in the newspapers about out-of-town and over-night trips. Some of you will probably remember the chronology of this thing. In the fall of 1940, October or September, we commenced the organization of civilian defence in the Province, otherwise known as A.R.P. This, in itself, involved a great amount of travelling, a great amount of driving here and there to meet members of the Civilian Defence Committee. I would say more often with members of the Civilian Defence Committee, although sometimes with the local representatives. Then, following the downfall of France in June of 1940, there broke out in the Province a demand for what were called the Voluntary Civil Guards, that was in the neighbourhood of Port Colborne and scores of municipalities in the Province were jittery and wanted to organize what they called a Home Guard. After taking up the matter with Ottawa, they insisted that it was a civilian matter, in the nature of extending our police pro-



tection, so we undertook to give some assistance and guidance in that organization to the municipalities who wanted to organize their Home Guard. I am frank in saying that I travelled a good deal in that respect to Port Colborne and almost all over the Province. Then, during all that time, and in the year in question about which we are speaking—I have not looked up to see when it was inaugurated, but we had a system of rewards for the apprehension of hit and run drivers. The apprehension of hit and run drivers has always been one of the most difficult problems in law enforcement. It became so serious that we thought we would try an expedient of having a standing reward to persons who would give evidence which would bring hit and run drivers to justice. We also considered it would be more effective if, wherever possible, the rewards were made in the County Town of the county where it happened because, if you had them come in here, the people up there would not know about it. I remember taking a great many trips in that respect to Belleville, and I think I was in Kitchener, Woodstock and all over. All of these activities, the Voluntary Civil Guards and the hit and run awards are practically all travelling. It appears in the paper the cars were logged as going to Oshawa. In many, many cases, that is explainable by the fact that I sometimes went to Oshawa and then went on. I think that was the case, for instance, with Belleville, and I am not sure whether we were at Peterborough, but at any rate, sometimes I ended up at Oshawa on a Friday night or Saturday night or Sunday night because those trips, particularly regarding the Civilian Defence and Voluntary Civil Guard, were often made on Sunday. Those were times when I was working both Sunday and Monday. It was not unreasonable or unnatural that I should go through to Oshawa, or end up at Oshawa, and that accounts for a great many of these Oshawa items.

According to the newspaper, there are items about the storing of the car in the garage. Well, gentlemen, I never had any fixed or definite arrangement about storing the car in the garage. All I have stored the car, as a regular practice, sometimes part of the day and sometimes it would not be there all week. I want to say this, whenever my car was in the garage it was always available for the use of the provincial police. I have told the superintendent there on many, many occasions, that they should always feel free to use my car whenever they wanted to, or whenever they needed one. I have always been under the impression, although I have not spoken to him since this came up, that they were free to use the car whenever they wanted.

There is a mention made of a station wagon in August of 1941. The station wagon, I confess, I inaugurated in June of 1940. They are emergency equipment, and they are intended to carry quite a few policemen; I think they can take eight or ten with their equipment for emergency purposes. They are not, by any means, in constant use. They are like a fire truck, and they stand there until needed, then they take them, and if they don't, they are there. In July and August police activities are always at a minimum, and there is comparatively little doing in July and August. I took one of the station wagons on the distinct understanding and definite arrangement that it be brought back to the police garage at any time, on a few hours notice. Part of the time it stayed on the floor of my garage in Oshawa, and for part of the time I used it for a trip to Algonquin Park, for a short vacation. I have no apologies to offer for that. I had been working day and night, Sunday and Monday. I drove the car myself, I think I even changed a tire myself, and I certainly paid for the gas and oil and

everything that was used. There was no loss to the Province, excepting the nominal wear and tear that would be involved in the mileage which was involved. Now, just in that connection, I have not looked up the records, but I think I always paid for the gas and oil in my own car, and I paid for all the upkeep, repairs, gas and oil and everything else. I never used any of these credit cards. In those days, before gas rationing came in, all the police cars were equipped with credit cards so a police officer could drop into the station, get gas on this credit card, and they were cleared to the central office. I never used any of those.

According to the newspaper there are some items charged to Mrs. Conant; naturally, that is very regrettable to me because she is as innocent as a newborn babe in this thing. I have explained that I always felt better if somebody was with me when I was out, and Mrs. Conant did drive me on more than one public engagement. It saved my energy and what strength I have, and on those occasions she went to the garage and got the car herself and, unfortunately—I am not criticizing the boys—but unfortunately they charged it to her and it should have been to me. This is the explanation for Mrs. Conant.

Then, there has been mention of a trip to Niagara Falls. Now, the facts in connection with that, gentlemen, are these: Mrs. Conant, at that time, and some other estimable ladies were very strenuously engaged in the organizing of what was called the Canadian Women's Voluntary Services. This is an organization very much like the Women's Voluntary Services in England over which Lady Reading presides. It is intended and is functioning as a co-ordinating and consolidating factor of women's activities. At that time, as I say, they were actually engaged in organizing that and she, with two other ladies—I could give you their names, but I do not think it is necessary to drag them into this discussion—had an engagement at Niagara Falls and St. Catharines in connection with their organizing. Our own car was tied up in some activity of my own, and I arranged for the use of a car. I can assure you, gentlemen, it was a public purpose for which it was used, and it was not a joy ride or pleasure jaunt. I think, under the circumstances, there is every justification for letting them have the car. I would add this, that we have, since the war broke out, made use, for war purposes, of our cars, what I have called the Department's. For instance, in the Civilian Defence, that is for war purpose. In the Civilian Defence, up until about six months ago, we used our Departmental cars, not necessarily for me alone, but for others. This got to be rather a burden, and about six months ago, the Dominion Government, through Dr. Manion, authorized the purchase of a Civilian Defence car. We have one now, paid for and maintained out of Civilian Defence funds which are supplied by the Dominion Government.

Now, as I say, I regret that Mrs. Conant came into it because she is entirely blameless in the matter, and having worn ourselves out in these public services, this is about what reward she is going to get for it.

Then there has been mention of Roger, and Roger is in no way responsible. It is exactly the same situation. The lad did drive me on some occasions and for exactly the same reasons. I did not want to be travelling alone and he acted as driver, went and got the car at the garage, and unfortunately the boys charged it up to him. I can assure the Committee any use that Roger made of a car for personal or pleasure trips has always been confined to our own car.



I mentioned that my car was in the garage and the Department was always free to use it. I cannot give you evidence as to whether they did or not, any more than say they were instructed to use it and I understand they did use it. However, I am going to say this, gentlemen, that since the outbreak of war, the expense of maintaining my personal cars has been more than twice what it was previous to the outbreak of war, due to the use of them for government or official business. I did not make any distinction. If my car was available to go to Brantford or Hamilton, I took it and went along, and I always kept my own car, in every respect, parts, repairs, gas and oil, and usually drove it myself. Although, as I have said, on occasions there was a driver or uniformed officer. Up until the fall of 1941 I had two cars, and they were both Chevrolet coupes. I think that is, I would not say, the cheapest car but one of the least expensive cars which you can buy. In the fall of 1941, when I moved into the city, I felt that one car would be sufficient for personal use and for such official work as might be necessary.

Now, may I say, Mr. Chairman, that arising out of this discussion—although I would not advocate returning to the previous system which was set up, I do think there should be some latitude to all the Ministers in the use of Departmental cars. There are now a lot of important matters that develop from time to time requiring their attendance in different parts of the Province, and it is not fair that they should have to maintain their own transportation and pay all their expenses. Particularly, since their emoluments now are about \$2,000.00 less than they were, and with the Dominion taxes off, there is a further cut. There is also the anomaly which arises—I can recall several occasions when I attended public functions in a Chevrolet coupe and the Mayor of Toronto drove up in a big, long, black car. I am not criticizing the City of Toronto or the Mayor of Toronto, the taxpayers have to look after that. However, it does seem a little bit unfair that the Ministers of the Province are so greatly overshadowed by the equipment of the Mayor of Toronto.

I said, Mr. Chairman, that I would not advocate returning to the old system because it must of necessity obviously lead to abuses, and I think it has in the past. I have here a memorandum, Mr. Chairman, which you may see fit to table, and which shows that the cost of maintaining Ministers' cars for the year 1933—this is dated February, 1935—

MR. DREW: Mr. Chairman, just before we proceed with this, I do not want to interrupt, and I do not want to suggest that anything be kept out, but since this statement is being made or I think, if the statement is to be made, with regard to 1933, it takes it out of the period we are discussing, so I ask it be understood that I can ask questions outside of the period under discussion.

SOME HON. MEMBERS: No, no

MR. DREW: It cannot go both ways; if the statement is to come in for another time, then I want to ask questions with regard to the last year.

HON. MR. CONANT: I am making a general observation, as I think the head of the Government is entitled to do. I have said that, while I think there should be some latitude to the Ministers, I do not think they should return to the old system, and I would like to place on record the reason why I do not think it should be returned to.

THE CHAIRMAN: Are you prepared to make a statement as to what the system should be?

HON. MR. CONANT: No, I am suggesting there should be some latitude allowed to Ministers in the use of Departmental cars, not to the extent of maintaining a car and chauffeur for the Ministers, but in the use of the Departmental cars, from time to time, as the occasion may require.

MR. DREW: I would point this out to the Committee: First of all, let us understand quite clearly how this question arises. We were asking for figures on the expense of cars and the use of cars, and we asked for a statement in regard to the use of police cars, not only in respect of the then Attorney-General, but in respect of other officials of the Department. You will recall that we were strictly limited in that to the official year ending on March 31, 1942.

Now, I have no desire whatever to limit the extent of the statement being placed before this Committee, but since it is thought by the Premier that it would be a matter of interest to examine other years, for the purpose of establishing a basis of comparison, then may I suggest that it would be equally relevant to examine the situation as it now is. All I am suggesting is, if we are going to go into the basis of comparative methods and the comparison of the system, that I be permitted to ask questions in regard to the practice as followed since March 31, 1942.

MR. COOPER: May I suggest this, in view of what Colonel Drew is suggesting, if this Committee wanted to investigate the year 1943, we have no authority to do so. We are here to investigate the Public Accounts for the particular year, 1941-42, and we cannot spend the taxpayers' money by filling up the records with other years.

MR. DREW: May I suggest, Mr. Chairman, that 1942 and 1943 are much more interesting as a basis of information to the public of Ontario than is the year 1933, at the present time, because those facts are all now before the people. I am not objecting in any way, mark you, to bringing this in, but if we are going to bring it in as a basis of useful comparison, let us bring it up to date.

MR. BELANGER: The question is very simple, Mr. Chairman. If Mr. Drew wants to object to this particular statement, let him object. It is within the rules of the Committee, and it is his privilege, of course, to object to it. Now then, when he comes to ask other questions, it is our privilege to decide whether he should go beyond the year under discussion or not. He cannot take advantage of his granting a privilege in order to extend his questions to other years than the year to which we are bound to stick, under the regulations of the House and the regulations of the Committee.

MR. COOPER: And which we have already voted on.

MR. DREW: If that is the case, I merely ask you to make your own ruling in accordance with the wishes of the members of the Committee.

THE CHAIRMAN: As I see, gentlemen, we are here to investigate the Public Accounts for one fiscal year. We have been ordered to do that by the Legisla-

ture as a whole. Now, the other day, in the evidence which was submitted, certain facts or, at least, certain statements were made which were, evidently, not directly correct. I am not suggesting that the men who gave evidence did not give evidence to the best of their knowledge, and it could be construed as Colonel Drew said, but that being the case, I think it is only fair we should allow the Prime Minister to make a general statement. I do not think it would be in order to file as an exhibit those figures, but I do think we have a right to let him make a general statement, comparing the present system with the system of 1933-34 or whatever it might be. I think that is only right, and that is my ruling, Gentlemen.

AN HON. MEMBER: Could anyone explain what happened in 1934 or 1935? It is on the same basis.

THE CHAIRMAN: I said we would not allow the statement of 1933 or 1934 to be filed as an exhibit.

AN HON. MEMBER: It is the same thing as—

THE CHAIRMAN: Just a moment. I said we would not allow the statement of 1933-34 to be filed as an exhibit. If the Prime Minister wants to make a comparison as to the method that was adopted in the year 1933-34, he is quite in order to make that statement.

AN HON. MEMBER: If he goes into details, then the Committee has a right to have an explanation of 1933-34.

THE CHAIRMAN: We will let the Prime Minister proceed.

MR. MURPHY: We should have an understanding now, Mr. Chairman.

THE CHAIRMAN: The understanding is this, I have made this ruling subject to the Committee, if they say otherwise they can vote me down, I don't care. Here, certain statements were given out to the Press which were not correct in detail—

MR. DREW: We want it correctly understood that all that went out to the Press were the statements prepared by Inspector Hales and given to this Committee.

THE CHAIRMAN: Quite so, but the system which was carried on gave the wrong impression.

MR. MURPHY: You mean to say his evidence was not correct?

THE CHAIRMAN: No, I did not say that at all.

MR. MURPHY: You said that which went out to the Press and which was not correct.

THE CHAIRMAN: No, I did not say that. I say that the Prime Minister is here to give a statement, and so far as I am concerned he can give a general



statement as to the system that was in use in 1942 and the system of any other year, but that he could not file this as an exhibit; I am going to rule it out, as I do not think it is in order. I am going to ask him not to use the figures, but in general terms, I think that is fair and I leave it to the members of the Committee to decide.

HON. MR. CONANT: Perhaps this is again making a mountain out of a molehill. What I was going to refer to was the Votes and Proceedings of April 1st, 1941, and call attention of the Honourable Members and members of the Committee to the return to question No. 144. This, I submit, is a public document to which it is perfectly proper to refer. That return was in answer to a question asked, "What Ministers of the Government had automobiles and chauffeurs provided for their use during this period?" That is the period from January, 1930, to July, 1934—"And what was the total cost for operating each car, including wages, uniforms and expenses of chauffeur." This return says—the answer makes it quite evident that, at that time, from January 1, 1930, to July, 1934, an automobile and chauffeur were provided for each Minister. It shows that in 1930, the Attorney-General's Department, transportation by car amounted to \$2,901.54, and the total for the Province, for all Ministers, \$28,000.00. Then, the next year, 1931, the Attorney-General's expenses amounted to \$3,100.00, and the total for all Ministers \$30,800.00. In 1932 the expenses for the Attorney-General's car comes to \$3,400.00, and the total for all Ministers to \$36,000.00. In 1933 the Attorney-General's comes to \$3,200.00, and the total for all Ministers to \$34,000.00. In 1934 to July 11th, 1934, the expense for the Attorney-General's car was \$2,000.00, and the total for all Ministers was \$18,400.00; that was all I intended to refer to.

MR. DREW: The date was April 1, 1941?

HON. MR. CONANT: That is it.

MR. DREW: Is that everything, is that the end of the statement?

HON. MR. CONANT: Yes.

MR. DREW: Q. Now, Mr. Conant, you will realize, of course, that the way this matter came up was, as has been explained, that we were getting a breakdown of the cost of the operation of the various police cars. In a statement which was prepared by the Police Department itself, under the instructions of Inspector Hales, who gave evidence, it appeared that these various figures which were reported at the last time, and were sought, came out. Now, I think, in view of the statement you have made, it might be explained just what use was made of this station wagon on that occasion. On that occasion, what was the purpose of the trip to Algonquin Park?

A. For my short summer vacation.

Q. You mean that was a fishing trip, was it?

A. Yes, a camping and fishing trip.

Q. Who accompanied you on that occasion?

A. I could not be sure of that.

Q. Do you know the mileage the car travelled?

A. No.

Q. I see in the statement prepared by the Provincial Police, it is indicated from their records that it travelled 504 miles?

A. It may be; from here to Oshawa—I think Algonquin Park is roughly 200 miles from here and about the same from Oshawa.

Q. The car stayed with you in Algonquin Park?

A. It was parked in a shelter, but it was on the floor of my garage for quite a while because I did not bring it back immediately after I came home.

MR. COOPER: Q. The arrangement was it was subject to recall?

A. Yes, I would think the boys could confirm that.

MR. DREW: Q. Only from the point of view of practicality, what communication was there with you there, were you staying at a hotel there?

A. No, in a camp, we had tents.

Q. You would not have any means of communication, would you?

A. Yes, there was a fellow down there where we were camped who used to bring in the mail and supplies, and they would soon get word to you. It was very seldom, of course, Mr. Chairman, that it would have required more than one car at a time for emergencies, and the other car was always here.

MR. CARR: Would it not be a fact, that in case of any emergency, the superintendent of the park would soon get word to the Attorney-General?

THE CHAIRMAN: I would think so.

MR. DREW: Q. On that occasion, the simple fact is, that a police car, which in that case was a station wagon, was taken by you for a period of three weeks at the time of your summer vacation?

A. Yes, part of which time it was in my garage in Oshawa because I did not get it back. They are not a very comfortable thing to drive, and I came home and brought it in whenever it was convenient. Of course, it is only an hour's drive from Oshawa here.

Q. You drove the car yourself on that occasion?

A. Yes, and I paid all the operating costs of it.

Q. I do not want to get down to the small details, but I assume that the car was filled with gasoline when you left the police garage?



A. Yes, and I think you could find on the police records that it had as much in when it came back. I would not take my oath on that, but I never chiselled a nickel's worth out of the garage.

Q. Then, I notice that there is another car which was taken out in your name on March 10, 1942—no, I am sorry, on March—yes, on March 10, 1942, and it was taken out at 4.15 on the 11th and returned at 10.30 on the 16th; in that time it was driven 320 miles, could you indicate what that was? You were shown as the driver on that occasion?

A. No, gentlemen, I could not; when you ask me to recall all the incidents, even of last year, it is impossible to do it. I could not do it.

Q. I do not want to press the point, Mr. Conant, but it is a case where you are shown as the authority and shown as the driver, and it is also shown that some gasoline, in this case a matter of 9 1-10 gallons was supplied to this vehicle by the Department of Highways garage?

A. What date was that?

Q. That was on March 13, 1942, so you see, evidently the car was in town on March 13th. I say that it was not out of town, obviously, for that period, if that does not convey anything, there is no use in my pressing the question any further?

A. No, I would not attempt to reconstruct it.

Q. Then, there is another entry of a Chevrolet coach, which is shown as driven by yourself, and that goes back to May 9, 1941, and was kept out for five days, you would not have any recollection of that either?

A. No.

Q. Could you suggest, Mr. Conant--

A. As a matter of fact, as I said before, I have not examined the log.

Q. Could you suggest a reason why it would be necessary to keep a police car out for that length of time?

A. Well, it might have been a mid-week trip, ending up at Oshawa—perhaps, starting out on Wednesday and ending up at Oshawa and coming in on Monday morning, but as to whether it was, I could not recall that.

Q. Now, it is most unfortunate if these entries have been incorrectly placed—

A. I am not accusing the boys at the garage of anything; they were carrying out their duties, but a little bit too strictly, that is all. Mrs. Conant and I have been the victims of my system, these entries should have been placed on me.

Q. You see, this is a revised exhibit which I have before me now, and it is

merely a question of checking the system. In this revised exhibit, Mrs. Conant's name is shown 19 times as the passenger or authority for taking out the car?

A. Yes, it would very easily have been; I am surprised it is not more than that in the course of a year.

Q. Now Mr. Conant, you introduced something else in regard to the use of these cars, and you said that Commissioner Stringer urged that you should have a bodyguard?

A. I do not know that I should have used the word bodyguard, I should say protection; I do not know that he ever used the word bodyguard.

Q. Is it not so, Mr. Conant, that you did have a police officer living at your home in Oshawa?

A. For a short time.

Q. And I believe his wife as well?

A. We had a couple there, once, and we had a single man there once.

Q. And they were police officers?

A. Yes, and Mr. Hepburn had police officers at his home about the same time.

Q. What were their duties?

A. Just to protect the home; at that time, we got several threats that they were going to blow up the home. I am not sure of the period, but it was not very long.

Q. Was that the reason that they were down there?

A. Oh, yes.

Q. Perhaps you could just explain, what was the reason for the police officer's wife going down with him?

A. Well, it was always a difficult arrangement to get a man because we live out in the country, we do not live in the middle of the city. As I recall it—have you got the dates there, do you know the dates?

Q. No, I do not.

A. The difficulty—really why we gave up trying to make arrangements—we do not live in the town, we would be a mile from the nearest restaurant, and while the domestic problem then was not quite as bad as it is now, we did not have much help, and Mrs. Conant was not going to act as cook for the policemen. One of these men, as I recall it, brought his wife to look after him and get his meals; some kind of arrangement like that, I could not reconstruct the whole thing. Do you know how long he was there, Colonel?

Q. No, I don't?

A. I think only a couple of months. It did not work out very well.

Q. I just raised the question because you had spoken of having a body-guard?

A. It was just a headache all the time because of the fact we did not live in the city. Mrs. Conant acted as cook and housemaid for him, and everything else, for quite a while.

Q. Now, Mr. Conant, the question arises as to the general method of using these police drivers. You were not here at the time, but it was explained by a witness who was giving evidence that these police drivers had driven your private cars as well?

A. That is true, and it is exactly what I have tried to explain. Commissioner Stringer, at least, thought I should have some protection and that is the exact reason for it. I think, gentlemen, that confirms my statement to some extent that my own car was used very extensively for official business. I did not keep any track at all, but when it was more convenient to use my own car, I did. Sometimes I drove it and sometimes a police officer drove it, that is perfectly true. I am going to produce a uniformed man who drove it on occasions.

Q. So from your own explanation, and from the evidence which was given here on Friday, it would appear that the use of the cars was not essentially for police work but for occasions on which you may have some public duty to perform?

A. Yes, that is true except with this exception, gentlemen, I did, for instance, I don't know that I mentioned this, but we were very actively engaged all through 1940-1941 in setting up our Hydro guards outside of the plants. It was a big problem, and I might say, still is a big problem. I visited, I think, all the plants which we are now guarding at least twice in the years 1940-1941, and I would consider that police work. It was taken over by the Province when the war broke out. We made arrangements with the Hydro that they were to construct the works which were involved, such as barricades, lighting and all the rest, then the Provincial Police would guard them.

MR. COOPER: Q. These guards were all employed by the Provincial Police?

A. They were all veterans, and were obtained through a central organization in Toronto, I think, a Colonel Lindsay was the man. These men were obtained from that organization. We would simply say we want ten in Oshawa, and these veterans would get them. I was inspecting these Hydro plants, and that was very closely associated with police work.

Then, the voluntary civil guards or home guards, that was entirely a police emanation or elaboration. The civilian defence was, perhaps, a little out of the category in its earlier stages. Its status was not as well defined as it is now. I do not know how serious an objection there would be to using a police car to

set up civilian defence because it was a matter of developing an organization to protect our people against air raids, and all the things which would follow if we ever were subject to enemy attack here. Then, as I said, gentlemen, trips were made in connection with the rewards for hit-and-run drivers. I have not been much closer to police work than that, but I think some of you gentlemen are aware of the visits which we made to some cities and towns.

Q. So that this will be clear, the Attorney-General's Department have no cars of their own, it is just the Provincial Police?

A. Yes.

Q. And the officers of your Department, in getting about on duty, must use the Provincial Police cars?

A. Yes, I have no car, nor have any of the people got cars, that is what you would call Government cars.

MR. DREW: Q. One of the witnesses on Friday gave evidence that, as an example of the way these cars would be used, he cited an instance where he had driven you to Peterborough to make a speech and then had driven you back to Oshawa, that would not be within the realm of police work, would it?

A. No, I would call that within the realm of public duties, part of my duties as Attorney-General. I do not remember the trip that you refer to, but I would take the word of the driver.

MR. BELANGER: I do not think that is quite correct. I do not think it was cited as an instance of the way these cars were used, but it was just on that particular occasion, it is not as a typical instance of how the cars were used.

MR. DREW: He said that he drove the car on a number of occasions and, for example, he had driven you to Peterborough on one occasion.

HON. MR. CONANT: Was it in July of that year?

MR. DREW: Q. I don't know that the date was given, but it is a matter of record?

A. I would venture to say, gentlemen, it was in July of 1941, when they were celebrating the one hundredth anniversary of the building of their Court-house.

MR. COOPER: Q. That was the case referred to?

A. Is that right?

Q. Yes?

A. I went down to try and make a speech, to try and fit in with their programme. Surely, it was proper for the Attorney-General to do that. I am pretty sure that is the trip referred to.



MR. DREW: Q. I think that is the one he referred to, yes, but it is a case of trying, after all, the purpose of this Committee is to try to find out all the facts, for the purpose of making some recommendation, and the question simply arises as to whether the departmental heads should have a means of conveyance, not at their own expense. It would seem that you believe that should be allowed because, after all, if you were not actually carrying on some duties in relation to the police, the only justification for using police cars would be, of course, on the assumption that as head of the Department you would be performing a public duty and you had a right to use these cars, so you would not bear the expense yourself, isn't that the situation?

A. I think so, and it is a difficult situation. I say this, not to be offensive, but if you provide the different Ministers with a car and chauffeur, human nature being what it is, it is bound to lead to abuses; I say that non-politically and non-offensively, but it is bound to lead to abuses; it has in the past, but at the same time, Ministers should not be penalized in the performance of their public duties. I think any fair-minded person would agree with that. I am quite frank and honest when I say that the cost of maintaining my car, particularly since the outbreak of war—I would limit it to since the outbreak of war, has been more than doubled what it ever was before. I only give this as an indication that I do not think it is fair, and it must indicate that in one way or another, in the performance of my public duties, I am excessively using my own car. I do not know what the solution is unless we can have a controller-general of the Ministers' cars, or something like that.

Q. But, it would appear that, subject to some method of control, you believe Ministers should have cars available for them?

A. I believe that Ministers should have transportation by car when they are properly engaged in public business. Those words "public business" are difficult words; some gentlemen might think my going to Peterborough to help celebrate the one hundredth anniversary of the building of the Courthouse was not public business. I think it is; I think it is quite proper, and I think that is where the difficulty would come, gentlemen, in defining and delimiting what is public business.

MR. CHALLIES: Q. Mr. Conant, don't you think it would be easier if a number of cars were designated to the Ministers for their particular purposes, for Government use, and to keep track of that type of car would be easier?

A. You would have to set up some kind of controller.

Q. In any case, you have to use it. I have visited every jail in the Province and used a Departmental car to do it. It was to the advantage of the services in the Province as well as the County, and it is not an easy task. My experience would be that, if a certain number of cars were available for Ministers' use, which could be properly logged, it would be much easier to keep track of them than by using indiscriminate cars every time you want one for public service?

A. That may be, only the police cars are made up entirely of Chevs and Fords.



Q. You say, of your own system—

A. My own car is a Chev Coupe, and if you are going to do that, would you send the Ministers out in Chevs or Fords or Packards or Buicks or what.

Q. I think the Province could be reasonable enough in that?

A. It is a difficult thing. I found in my own Department—I think that memorandum which is filed, indicates my concern about the control of these cars because, human nature being what it is, they will use them. May I go, Colonel?

MR. DREW: Q. I won't extend it, but, Mr. Conant, you see, after all, is it not correct that the statement has constantly been made in the House that an end had been put to this method of placing cars at the disposal of Cabinet Ministers, isn't that so?

A. I think that was more before my time here.

Q. This discussion has come up on different occasions since you have been here, because it is since I have been here?

A. I presume it has, more or less incidental, to something

Q. I think incidentally, but you will recall occasions on which the practice has been condemned of making cars available for Cabinet Ministers. Whether it is right or not, that is the situation I have heard explained in the House, isn't that right?

A. I presume it is correct.

Q. Then, in this case, the question arises whether it was a matter of your own decision or whether it was a matter of Cabinet policy in saying, in all duties as a Cabinet Minister, not connected with police work, you should use police cars?

A. Well, I am frank in saying that I never knew of any fixed or definite rule in the Government, since I have been here. I know that the Prime Minister, Mr. Hepburn, and I did expect, I would say insist, that the Ministers be very careful about using any cars. I think that policy has prevailed. I think, if you could figure out the cost to the Province in any year, of my use of cars, it would be a very nominal amount. Particularly, if you could offset the extent to which I have used my own car for Government business.

Q. Mr. Conant, let us put it this way: in so far as actual police duties are concerned or anything connected with the actual functioning of the police, no person could question use of that car for that purpose?

A. No.

Q. Then it comes down to the question of using police cars for other than police purposes, and it seems that we get to the question of the general policy,

what it is in that regard? You have stated, quite clearly, that the station wagon was taken out for three weeks and was taken on a fishing trip?

A. That is right.

Q. During the summer of 1941, and the question then arises, have other Cabinet Ministers the same privilege?

A. Well, I would not be prepared to pass on that. I would say that if there was equipment which was available without imperilling the usefulness of the Department, and if the Minister wanted it, and was prepared to pay the operating cost, at that time of the year, I would not consider that a serious transgression.

Q. Has it actually been done, to your knowledge?

A. I don't know. I think this, Colonel, I think there should be some latitude and amenities to all members of the Legislature. I think I am correct in this. For instance, last summer a plane under the control of Minister Hipel flew Mr. Spence to Fort William, that was at the time he was taken ill.

THE CHAIRMAN: Yes.

HON. MR. CONANT: I would be surprised if you told me he was charged for that.

THE CHAIRMAN: I cannot say.

MR. DREW: Q. And that same plane had been taken on a fishing trip just before, had it not?

A. I cannot answer that. I never went for a fishing trip in the plane, I am scared to fly myself. I think there should be some amenities extended to any of the Members.

Q. There is no question about that, it is a question of getting down to some measure of practice, how these figures are made up. In the statement which has been given, for instance, it shows that between August 28th and August 30th, inclusive, a police car was taken out on five occasions to drive you to the Exhibition, between August 28th and August 30th inclusive, that is in 1941, and that police car was taken out on five occasions to drive you to the Exhibition?

A. Yes.

Q. Would that be in connection with police work?

A. The Exhibition in Toronto here?

Q. It just says "Exhibition", in fact I said five, but it is six times?

A. It seems to me we had an exhibit of gold out there that year. I don't

know whether that would be charged to me, but I am sure I never rode to the Exhibition in a police wagon or a hearse or an ambulance. My recollection of it is that we had an exhibit of gold there that year and that our police were guarding it. It must be that in taking these policemen back and forth I got blamed for that.

Q. No, as a matter of fact, Mr. Conant, it is only correct to point out that on three of these, Mrs. Conant is shown as the passenger?

A. I cannot recall when it was.

Q. Then there are some seven or eight entries, just entries "messages; which are in your name. For instance, I see on August 28th, 1941, a station wagon, 652C, is taken out and the distinction, "messages", and your name is given as the authority or passenger. Now, could you indicate what the nature of the message there would be on that occasion?

A. Well, the only thing I could think of was that they were distributing some kind of equipment and that the Commissioner was not there to charge it to, that is the only thing I can think of. What date did you say?

Q. That was on August 28th, 1941?

A. My hazy recollection is that the Commissioner was away on vacation then, and I presume if he was not there to charge it to, they would charge it to me; that is about the only suggestion I could make, because it would have to be somebody in authority who would authorize it. If you cannot blame anybody else, blame the Attorney-General, that is the policy.

Q. I realize how difficult it is to recall a single instance of that kind. Take, for instance, on August 7th, 1941, there is a police car taken out, shown as on your authority, for Langley's, and I assume that would be the cleaners, have you any idea at all as to that?

A. No, but it seems to me, at that time, we were getting a large number of uniforms cleaned. In our turnover of men at that time, we had men coming and going, and when a man leaves the Force, he does not take his uniform. We get it thoroughly cleaned for the next man, and I would not be surprised if that was it. We do not discard a uniform, we get it cleaned, and if it fits the next man, we use it. I hope, you will excuse me, gentlemen, I see it is after twelve.

Q. I notice, for instance, there are a number like that which are difficult to understand without some explanation. On March 19th, a car is shown as taken out on your authority and the destination is Tip Top Tailors, I don't know what that would be?

A. Well, now, I think we get all of our uniforms from the Tip Top Tailors, don't we, Inspector Hales?

INSPECTOR HALES: Yes, a great many of them come from there.

HON. MR. CONANT: The Tip Top Tailors, down at the water front; we

have bought a lot of uniforms since the war broke out. We have almost trebled our police staff, and it might very well be that the car went down there to get some of those. Certainly, a car never went down to get anything for me.

MR. DREW: Q. As has been pointed out, Mr. Conant, there are a considerable number of entries of cars going to Oshawa at the week-end, that is, where they would go down and be there two days, would you say that the explanation of that is that it was because of having someone there to guard you while you were there?

A. No, not in all cases. Sometimes I drove home and would get into Toronto, perhaps at midnight on Saturday, and frankly, rather than stay, I would go right home to Oshawa and bring it back on Monday. I have done that a good many times; it might be Sunday night, because in those days we were doing tremendous amounts of work on Sundays for civilian guards and civilian defence. The most of these people want their inspections done on Sunday, unfortunately, and I have often come home at twelve and one o'clock in the morning, simply rolled right on, and brought the car back on Monday. I am not trying to conceal anything, that is the situation.

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COMMISSIONER W. H. STRINGER, recalled.

MR. COOPER: Q. You are already sworn in this enquiry?

A. Yes.

Q. There was a suggestion originating from the Attorney-General that you had made some suggestion that he should have police protection during the year 1941?

A. Yes, that is correct, it was a recommendation.

Q. It was a recommendation of yours?

A. Yes, of mine.

Q. Will you explain it to the Committee?

A. As I recall it, when the Department or the Attorney-General was actively engaged in the prosecution of the Communist Party and others also, the Hon. Attorney-General mentioned one morning that he had been in receipt of threatening letters and telephone calls from an anonymous source. Well, I recommended this, that the Provincial Police, that a guard be maintained at his home, as well as an officer to drive his car between Toronto and Oshawa. In addition to that, I had our local Oshawa detachment make occasional trips down to his home in the country to make sure everything was in order. As I remember, he mentioned this to us several times and then I finally made this recommendation.

Q. When was that recommendation made?

A. I think it was some time in 1940 when it started. I assume full responsibility for that.

MR. DREW: Q. Did you say that was in connection with Communist activities?

A. Yes, the Department and the Attorney-General was very active at that time in prosecuting the Communist Party and other subversive organizations. Following these prosecutions he received threatening letters.

Q. You were led to believe that it was Communist activities that were tied in with it?

A. I don't know that, sir, where these threats emanated, I do not know.

Q. I just wondered if you thought they arose in connection with it?

A. It just happened to be that prosecutions were going on that time when the threats came along. These men were maintained around there for some time until things got quiet and orderly again; then, they were dismissed.

MR. COOPER: Q. The same condition had prevailed with the Prime Minister at the time, had it not?

A. It was the same at St. Thomas.

MR. DREW: Q. You heard the evidence given that a man and his wife were down there?

A. Yes.

Q. You recall that incident, do you?

A. I do.

Q. Do you recall the constable's name?

A. I cannot say, sir, I do not think he is in the service now. I think he was dismissed.

Q. Was the dismissal in any way connected with that?

A. As I recall it, he got drunk and was dismissed. As far as the woman is concerned, I don't know anything about the woman.

Q. You did not have any complaints from the police officer in regard to the nature of the service?

A. In the nature of this man's service?

Q. Yes?

A. No, I do not think so.



Q. I mean from the man himself?

A. No, not to me.

Q. Did you hear of them?

A. I would not like to say. I remember we had some trouble with a special constable down there in Mr. Conant's house. I think he got intoxicated and was removed from the service by dismissal.

Q. Since this matter has come up, do you know of any other Cabinet Minister to whom any of these cars have been made available?

A. Not any Cabinet Minister, sir, that I am aware of.

Q. So that the use of these cars, for other than police duties, so far as you know, were only connected with the activities of the Attorney-General himself, is that right?

A. And his staff.

Q. Well, I would assume, then, that in the case of the staff of the Department, that the use of these cars would be connected directly with law enforcement duties of some kind?

A. Yes, law enforcement.

Q. You do not know of any occasion on which station wagons or other cars belonging to the Police Department were taken on fishing trips or anything of that kind?

A. No, sir, I don't.

(Hon. Mr. Hipel vacates the Chair, which is taken by Mr. Carr.)

COMMISSIONER STRINGER: A car was used occasionally by the Securities Frauds Commission in the moving of Exhibits which were rather heavy, such as ledgers, and they would ask for a car on loan, which was granted.

MR. DREW: Q. That would, of course, be really a matter of law enforcement?

A. Yes, and probably in every case one of our officers is working with the officer involved or connected with that Department, that was directly for police business.

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INSPECTOR HALES, recalled.

MR. DREW: Q. Inspector Hales, the last statement to which we were referring was Exhibit No. 12. You have prepared a statement of the cars used and authorized by Mr. A. W. Nicol, of the Attorney-General's Department, which

will be Exhibit No. 13. No, that would be Exhibit No. 14. Mr. Nicol is shown at the head of this list, and he is the Attorney-General's Secretary, isn't he?

A. Yes.

Q. I notice that this list shows that Mr. Nicol had police cars out on 186 occasions on that fiscal year. Have you any knowledge, yourself, of the nature of the employment of the cars on these occasions?

A. Mr. Nicol would not have those cars out personally, himself, on that number of occasions. In most instances, they would be for messages for the Department.

Q. One of the reasons I asked that question is that, starting on the first entry, April 1, 1941, it shows a car taken out on March 31st and in at 8.45 a.m. on April 1st. Then, the next entry is April 1, a car is taken out at 5.30 p.m. and returned at 8.45 a.m. on April 4th?

A. In a case where a car was out all night, that would indicate Mr. Nicol had that car and drove it himself.

Q. Would you, as an Inspector of the Police, have any idea of what that was used for?

A. No, I have not.

Q. I notice that, starting out and continuing for the first nine entries, Mr. Nicol was shown as the passenger and the authority in that column, and in the column headed "Driver's Signature", the signature is "A. Nicol"?

A. If I can recall that correctly, around that time, I think the Legislature was sitting at that time, and I think Mr. Nicol was working quite late in the evening in connection with Departmental work. I am not sure, but I believe at that time permission was granted him to take a car home so he could be back early in the morning again. I am not sure, but I believe that there was some suggestion as to that.

Q. At any rate, that would not be in connection with police duties of any kind?

A. Not with the Departmental duties, but I cannot say where he went with the car.

Q. These cars are not really for Departmental duties, they are for police duties?

A. So far back as I can recall, Colonel Drew, they have always been used by members of the Attorney-General's Department. There are no other Government cars owned by the Attorney-General's Department, and it has been the habit of the Deputy Attorney-General and the Minister to make use of the police car.

Q. That would be in connection with the law enforcement branch, with which the police would be connected?

A. Yes.

Q. These entries would not be in that category?

A. I cannot explain that, that would be up to the driver to explain matters there.

Q. Again, I see in Exhibit No. 14 quite a large number of notices that it was for Press releases, have you any idea what those Press releases would be?

A. On many occasions, Mr. Drew, a letter was brought to our garage by a messenger of the Attorney-General's Department and on a number of occasions they were to be delivered to the papers downtown, perhaps the Evening Telegram Office, the Daily Star or the Globe.

(Hon. Mr. Hipel returns to the Chair.)

Q. I see twenty-six entries for Press releases on this Exhibit No. 14, have you any knowledge of the nature of those releases?

A. No, I have not, sir.

MR. COOPER: Q. That is in the whole year, is it?

A. Yes.

MR. DREW: Q. They obviously would not be Mr. Nicol's Press releases, anyway, would they?

A. I do not think so, sir.

EXHIBIT No. 14: Statement of Cars used by Mr. Nicol.

Q. Then, the next will be Exhibit No. 15, and that is cars used by the Deputy Attorney-General, Mr. C. L. Snyder. There are 170 entries of cars taken out by Mr. Snyder, and you would not, of course, yourself, have any knowledge of what those were?

A. I think, during that period there, you will see most of those trips are only for a matter of a few moments. I believe during that time Mr. Snyder was unfortunate enough to break his leg and I think while he was convalescing, there was a car used to bring him from his home to the Building and take him home again. A great number of them are only for a few minutes, as you will observe.

EXHIBIT No. 15: Statement of cars used by Mr. C. L. Snyder.

Q. Then, the next will be Exhibit No. 16, which is a list of cars used by Mr. W. B. Common, and there are 125 entries on that?

MR. COOPER: Q. Do you know what position Mr. Common holds with the Department?

A. Senior Solicitor. And in the absence of the Deputy Attorney-General, he is the Deputy Attorney-General.

Q. He handles most of the work at Osgoode Hall?

A. Yes, and he is also the Solicitor for the Liquor Control Board and has a lot to do with confiscated cars which we have at the garage.

EXHIBIT No. 16: Statement of cars used by Mr. W. B. Common.

MR. DREW: Q. Exhibit No. 17 is a list of cars used by Mr. Magone, and there are thirteen entries on that.

MR. COOPER: Q. What is his position?

A. Solicitor.

Q. Solicitor for the Attorney-General's Department?

A. Yes.

Q. He also does work at Osgoode Hall?

A. Yes.

EXHIBIT No. 17: Statement of cars used by Mr. Magone.

MR. DREW: Q. Exhibit No. 18 is a list of cars used by Mr. Eric Silk, and Mr. Silk is a solicitor in the Attorney-General's Department?

A. Yes.

THE CHAIRMAN: Q. And he is also a law clerk?

MR. DREW: Q. And a law clerk for the House?

A. Yes.

EXHIBIT No. 18: Statement of cars used by Mr. Eric Silk.

MR. DREW: Q. The next Exhibit is Exhibit No. 19 and that is for cars used by Mr. Bull. I see only two entries here, and who is Mr. Bull?

A. He is a member of the Attorney-General's Department.

EXHIBIT No. 19: Statement of cars used by Mr. Bull.

MR. DREW: Q. The next is Exhibit No. 20, cars used by Mr. Thompson. There are four entries on that, and who is Mr. Thompson?

A. At that time Mr. Thompson was our Departmental Accountant, or the Accountant of the Attorney-General's Department.

EXHIBIT No. 20: Statement of cars used by Mr. Thompson.

MR. DREW: Q. The next one is Exhibit No. 21, cars used by Mr. Walter Martin, and there are seventeen entries here. He was a solicitor of the Attorney-General's Department, was he not?

A. Yes.

EXHIBIT No. 21: Statement of cars used by Mr. Walter Martin.

MR. DREW: Q. The next one is for cars used by Mr. W. B. Bowman, and there are ten entries on that. He is also with the Attorney-General's Department?

A. Yes, I believe he held the capacity of a clerk, sir; I am not sure.

EXHIBIT No. 22: Statement of cars used by Mr. W. B. Bowman.

MR. DREW: Q. Exhibit No. 23 is for cars used by Dr. Frankish, and there are eighteen entries. At that time, Dr. Frankish was used as a medical expert in connection with law enforcement proceedings?

A. Yes.

EXHIBIT No. 23: Statement of cars used by Dr. Frankish.

MR. DREW: Exhibit No. 24 will be a list of cars authorized and used by Mr. Flahiff, who was, at that time, a Solicitor in the Attorney-General's Department?

A. Yes, but I believe during that time he was Secretary to the Attorney-General, too, for a short period.

EXHIBIT No. 24: Statement of Cars used by Mr. Flahiff.

MR. DREW: Q. Then, the last of these lists furnished to me is headed: cars authorized for use by the Attorney-General's Department, for messages on Departmental affairs. There are forty-seven entries on that, and I see, again, a number of entries shown as "Press releases."

A. Some of the drivers, Mr. Drew, would book a car out sometimes to the Attorney-General's Department, and not to the man who personally authorized the car or perhaps drove the car at the time.

MR. BELANGER: Q. Does that list contain items which are not found in the other list, or does it duplicate items?

A. It could be the same work, messages for the Attorney-General's Department. Mr. Nicol, in some cases, might authorize the car and it would go



downtown on a message. The driver would book that car out to Mr. Nicol, and another driver, the trip later, might book it out to the Attorney-General's Department?

Q. What I mean is this, sir, are all of those items not contained on other lists?

A. No, sir, there are no duplicates.

MR. COOPER: Q. I notice, just glancing over this Exhibit, it is the Deputy Attorney-General's law clerks and other officials of the Department, they practically all have such trips?

A. Yes.

MR. DREW: Q. Inspector Hales, what is your practice in regard to maintaining a supply of gasoline in these police cars?

A. In what way, sir?

Q. I understand that these cars are really supposed to be available for emergency purposes at any time, are they not?

A. Yes.

Q. Then, have you a practice for making sure that the tanks are full of gasoline at all times?

A. They are checked every night, sir.

Q. The tanks then are always filled when they leave?

A. My instructions are to check over the car, and if the tank is registering less than three-quarters full, it has to be filled up because the Highway Department do not have any attendant at the garage after midnight. If a car was wanted between midnight and eight o'clock in the morning, there would be no way of getting gas. Our own men have no keys for the garage.

Q. So that at any time these cars were taken out, they would be at least three-quarters full?

A. Yes.

Q. And it is correct to say that the gasoline used for all the entries in the exhibits you filed would be gasoline supplied at public expense for these cars?

A. Yes.

Q. Now, how many cars have you in that pool of cars for police purposes?

A. In Toronto here?

Q. Yes.

A. It varies at different times.

Q. Do you know how many there were during the fiscal year we are considering?

A. I would say it would vary, anywhere from twelve to fifteen cars.

Q. And that would include the station wagons, would it?

A. Yes, at that time it would.

Q. How many station wagons were there?

A. Two.

Q. Still two station wagons?

A. Yes.

Q. You have heard the evidence given, Inspector Hales, about police officers who were sent to stay at the Attorney-General's home?

A. Yes.

Q. You were aware of that, were you?

A. Not living down there, I was not aware of that, sir.

Q. The ones that you knew of were the ones who went down with the cars, were they?

A. Yes, the ones who were drivers.

Q. Who were drivers?

A. Yes.

Q. In uniform?

A. Yes, some of them were, sir.

Q. What is the arrangement in regard to drivers for these cars, are some of your drivers in uniform and some not?

A. Some were, at that time, sir. Some of our chauffeurs were dismissed or resigned from our force, and were replaced, during short periods, by constables until they could be replaced by chauffeurs again. These constables were only at our garage for short periods.

MR. COOPER: Q. These constables were fill-ins?

A. Yes.

MR. DOUCETT: Q. In talking about the cost of operating the cars, you gave us one of the reasons for your very low rate of insurance—you said the car insurance cost \$18.00?

A. Approximately \$18.00.

Q. By approximately you mean within a few cents, do you?

A. Well, it could be a matter of a dollar or three or four dollars above or below.

Q. It was not an average. You have how many cars?

A. At that time, sir?

Q. Yes, at that time, during the year about which we are talking?

A. I think about 159.

Q. Take 159 cars and multiply by \$18 and you would have \$2,862, but still I find your policy cost you \$5,263, which is a great difference. It does not add up at all. On your figures there would be a difference of \$2,400?

A. The cost of that insurance was supplied to me by our financial officer.

Q. You do not know, you took his figures?

A. The figures for the insurance are not kept at the garage.

Q. The figures you have given, you see, are quite incorrect?

A. Yes, I see that.

Q. In fact, about 60 per cent, I would say, because the cost you gave was \$2,862 and the actual cost was \$5,263?

A. Yes.

AN HON. MEMBER: What would that average out at?

MR. DOUCETT: About \$29.00 instead of \$18.00.

MR. DREW. Q. Inspector Hales, throughout this list which is marked Exhibit No. 12, there are a great number of entries which show the Attorney-General as both the passenger and authority, and his name is also shown in the column "Driver's signature"?

A. Yes.

Q. Now, in the case where the driver's signature is shown as Mr. Conant, is it not correct to say, according to your practice at any rate, that you would have reason to believe that no driver from your department went out with that car?

A. Yes.

Q. So, may we take it as your opinion that, unless there is some error in the entries, on every occasion where Mr. Conant's name appears in the column "Driver's Signature" that no driver went out?

A. Yes, the car would be driven by Mr. Conant himself, sir.

Q. The car then, on those occasions, would be driven by Mr. Conant himself?

A. Correct, sir.

Q. So that, on occasions where we see entries at the week-end showing the car going out and going to Oshawa and returning two days later, on a number of occasions at the week-end, would you say it is quite definite that Mr. Conant himself drove the car on those occasions?

A. Yes.

MR. COOPER: Q. That is, he took it from the garage?

A. Yes.

Q. You don't know who drove it from the Building or any place else in the city?

MR. DREW: Q. What I mean by that is this, so far as the records go, or so far as you can form any opinion from these records, there would be nothing to indicate that a police officer had gone with him in those trips?

A. No, unless some driver or police officer's name appeared on the driver's signature column the car would be in charge of Mr. Conant.

Q. The reason I asked this question is this, it has been stated that there were some threats, and that it had been suggested it might not be safe to drive a car without police protection. Now, so far as your records go, it would be fair to say that on any occasion where Mr. Conant's name appears as driver, he took no police officer with him?

A. Right, sir.

THE CHAIRMAN: Nothing to stop him from taking a police officer up at the next corner or downtown?

INSPECTOR HALES: Nothing at all, sir.

MR. CARR: Q. Mr. Chairman, are all constables chauffeurs?

INSPECTOR HALES: No, sir.

MR. CARR: It could be quite easily that Mr. Conant would be the driver and still have police protection from a man who was incapable of driving.

INSPECTOR HALES: I might state, sir, that during this period, if a car was ordered for Mr. Conant, it would be brought to the west door. Directly beside the west door is our district office where constables are stationed. It would be quite possible for Mr. Conant, before he got into the car to go into the office and ask for the services of a constable on that trip.

MR. COOPER: Q. And that would not show on your records at all?

A. No.

MR. DREW: Q. Do you know how many of the drivers who were driving during that fiscal year are still driving for your department?

A. Yes, sir, there is Armstrong, Amey and Lindsay; they are still with our department in the capacity of drivers. During that period there were also some constables attached to the garage, and their names were Cronin, and Peterson; they are still with our department. There are other constables such as Bush and Andrews who have since left the department.

Q. Is Cook still with your department?

A. No, sir.

Q. Where is he now?

A. I don't know, sir.

MR. COOPER: What about Amey?

A. He is right here, sir.

MR. DREW: Q. Armstrong is with you?

A. Yes.

Q. And Lindsay is too?

MR. COOPER: Lindsay is not on duty, Colonel.

MR. DREW: Q. You mean by that that Lindsay is not still with you?

A. He is on night duty and he went off duty at 8 o'clock this morning; he is at his home.

Q. The reason I ask you is that Lindsay is apparently the driver who would appear, at a quick glance, to have done most of the driving?

A. That is due to the fact that Armstrong is also attached to our office staff over there. He is appointed as a chauffeur, but he is also in the office. Amey, for the part of the year, was driving at Niagara Falls and was then transferred to Toronto. Lindsay was at the garage during that whole period.

Q. There is no difficulty in having Constable Lindsay appear here?



A. No difficulty, I could have him here within the hour, sir.

Q. I see another type of entry and it again appears in connection with a trip to Oshawa, where the passenger or authority is Mr. Conant, and the driver's signature is shown as self, who would that be?

A. Mr. Conant, sir, that is just the way our driver would take it up to Mr. Conant.

Q. Who would be the driver?

A. It would be Mr. Conant or someone who is accompanying him.

Q. It is quite evident that somebody took that out and booked self as the driver?

A. That would be our garage attendant who took that out.

Q. Would it mean it was Mr. Conant who took the car?

A. Yes, it would show that the car was in charge of Mr. Conant at that time.

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M. S. AMEY, sworn.

MR. DREW: Q. Now, Mr. Amey, you were driving police cars during the period from March 31, 1941, to March 31, 1942?

A. Yes.

MR. COOPER: Q. How long have you been with the department, so that we will have it on the record?

A. Going on twenty years, nineteen years to be exact.

MR. DREW: Q. I do not know whether you can remember any of these occasions or not, but I see an entry, September 23, 1941, a Ford, 9A237, out at 9.30 a.m., destination district, and time in 10.30 a.m. In the column "Driver's signature", M. S. Amey, would you have any knowledge at all what that trip would be for?

A. Who is it booked for?

Q. Mr. Conant?

A. No, sir, he ordered a car and it was sent over to the office on that occasion.

Q. You wouldn't know anything about it?

A. I wouldn't know what it was for.

Q. On occasions of that kind, would you drive the car yourself?

A. No, I think it was only over to the office, and Mr. Conant is booked out as driver.

Q. Now, there are two columns, one is passenger or authority and the last column is for driver's signature?

A. Yes.

Q. In the column passenger or authority is Mr. Conant's name, then in the column driver's signature would be M. Amey?

A. I cannot recall when it was, sir; it would be Mr. Conant who called for a car or Mr. Nicol asked for a car to be sent over.

Q. You would drive the car, wouldn't you?

A. Yes.

Q. And you would continue to drive it until it came back?

A. Yes.

Q. You would not know anything of the nature of that trip now?

A. No, sir, I cannot recall it.

Q. I am merely taking these entries as they come in order. The next one with your name is September 24th, a Dodge, 9A262, 9.30 a.m., destination City, the passenger's authority is shown as Mrs. Conant and the driver M. Amey, would you have any knowledge of the nature of that trip?

A. No, this car would be called for, and I believe that car at that particular time went to the corner of Church and Queen, to this Women's Organization that she was forming down there.

Q. Then there is another entry, September 25th, where you are shown as driving the car and Mr. Conant is shown as the authority or passenger—I do not want to simply repeat these questions if you cannot now recall?

A. I cannot recall unless it would be some specific duty that would be ordered.

Q. Actually, I cannot find many occasions on which it appears you drove the car out of town. I have not, in fact, yet come to one?

A. None, sir, that I know of.

Q. You don't know of any?

A. No, sir.

Q. On October 24th, you are shown as the driver and Mrs. Conant is

shown as the passenger or authority, you would not have any recollection of that, particularly?

A. No, sir.

Q. I see, on December 26th, Press Release, and Mr. Conant is shown as the authority, while you are shown as the driver, what would you do in a case of that kind?

A. These Press Releases would be delivered to the different papers, the United Press, the Canadian Press, the Globe and Mail, Telegram and Star; that was the nature of the message. We took these envelopes down there and put them in these different paper offices.

THE CHAIRMAN: Q. No idea what these releases might be, might be announcements regarding blackouts?

A. I could not tell you, but on some occasions when these Press Releases did go out it was on a blackout night.

MR. DREW: Q. Now, Mr. Amey, what was your knowledge of the procedure in the handling of the Log Book? Would you say that the person's name shown in the column under the driver's signature was the person who took the car out?

A. I would say so. In every instance I know of, where it has the abbreviation Self there, it was booked out to Mr. Conant as driver or authority and it says Self as the abbreviation down there, because he never signed the record and the car was handed over to him.

Q. You can only, of course, speak from your knowledge, but in that book, where an entry appears under the column Driver and Passenger or Authority, Mrs. Conant, who would be the driver?

A. Well, it might be that Mrs. Conant took the car up for Mr. Conant. She had no authority to order a car.

Q. Who was the driver in that case?

A. If it is there Mrs. Conant, it would be Mrs. Conant who took the car up.

Q. So far as I can see, Mr. Amey, you did not do any driving outside of the City?

A. Very, very little; I was never outside of the City with Mr. Conant or Mrs. Conant on any occasion.

Q. There are a number of entries here, Mr. Amey, fairly early entries, like 8.05 a.m. and back at 9.00 a.m., do you know where the car would go on those occasions?

A. Well, if I am marked as the driver, it would go out and pick up Mr. Conant. We usually went to the Park Plaza or the King Edward. Other than that, I could not say where they would go, if I am not booked out with the car.

Q. You have a recollection yourself of picking them up at the Park Plaza or King Edward in the morning?

A. I have picked them up there on occasions, yes.

THE CHAIRMAN: Could we wind up this morning with this?

MR. DREW: No, because the drivers I want are the drivers who have been driving out of town.

MR. MURPHY: I have a Resolution I would like to put in now, so that I can get away.

MR. MURPHY: Moved by myself, and seconded by Mr. Doucett:

“That Mr. C. F. Neelands, Deputy Provincial Secretary, be directed to attend the next meeting of this Committee regarding the expenditure, Industrial Farm, Burwash—Maintenance \$232,091.65, Page P-16—Public Accounts, 1941-42.

“And that Mr. Neelands bring with him such books and other records as are necessary to explain the amounts regarding these accounts.”

THE CHAIRMAN: What is your pleasure?

MR. DREW: Carried.

RUSSELL A. PETERSON, sworn.

MR. DREW: Q. Unfortunately these dates, Constable Peterson, are about a year ago, and I only want you to answer what you can actually remember. A little over a year ago I see an entry of a Chevrolet, 9A316, which left at 10.00 a.m. on the 8th of March and returned at 9.00 p.m. on the same day?

MR. CARR: What year, Mr. Drew?

MR. DREW: The only one we are allowed to examine about, a year ago.

MR. CARR: This gentleman is not aware of that.

MR. DREW: I am sorry, I thought I told him about a year ago. It shows, Mr. Peterson, that this car went to St. Catharines and that Mr. Conant was the passenger or authority and you were the driver on that occasion?

CONSTABLE PETERSON: I remember going to St. Catharines.

MR. DREW: Q. With Mr. Conant as the passenger?

A. Yes.

Q. Do you remember what the purpose of the trip was?

A. I could not tell you what his business was, sir.

Q. Where did you go?

A. I don't remember where we went; I think it was to the City Hall in St. Catharines.

Q. That is all you know, is it?

A. That is all I know.

Q. Was Mr. Conant the only passenger?

A. So far as I remember, yes.

THE CHAIRMAN: Q. Do you remember, was there a public meeting at the City Hall?

A. I cannot tell you, sir.

MR. DREW: Q. I notice, Constable Peterson, on January 9, 1942, you are shown as the driver of a Chevrolet, 9A310, and driving the car to the King Edward Hotel. I don't suppose you would remember that particular occasion?

A. I don't remember it, no.

Q. What would you say about an occasion of that kind, would you wait there at the hotel?

A. If there was a car ordered to go there, we went down and waited for whoever wants us or is supposed to go. We might be out, perhaps, half an hour or fifteen minutes on those calls.

Q. Sometimes longer than that, of course?

A. Sometimes.

THE CHAIRMAN: Gentlemen, if we won't finish to-day, why not let us adjourn the meeting and come back to-morrow morning at 10.00 o'clock?

MR. DREW: I am sorry, I have to comb the book through to find his name.

THE CHAIRMAN: Have you any other questions to ask of this witness?

MR. DREW: Constable Peterson, do you remember driving Mr. Conant out of the City at all in that year, from April 1, 1941, to April 1, 1942, other than the trip to St. Catharines?

A. I recall taking him out to St. Hilda's College on one occasion. I believe the first day I was stationed at the garage, but what his errand was, I could not tell you.

Q. Where is that?

A. Out at Erindale.



Q. Do you remember any other occasion?

A. I believe I drove him once to Queenston, to the Power Plant.

Q. Anything else?

A. No, nothing that I know of.

THE CHAIRMAN: What is your pleasure, gentlemen, 10.30 or 10.00 o'clock?

AN HON. MEMBER: 10.30.

MR. DREW: I know that the time of 10.30 is more convenient, but in case we should be pressed for time, I think 10.00 o'clock would be better.

Adjourned at 1.00 p.m. to 10.00 a.m. Tuesday, April 13th.

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### ELEVENTH SITTING

Parliament Buildings,  
Tuesday, April 13th, 1943, 10.00 a.m.

MR. HAGEY, Chairman of the Committee.

HERBERT LINDSAY, sworn.

MR. DREW: Mr. Lindsay, you are one of the drivers of the police cars at the Police Garage here?

A. Yes.

Q. And you are shown as having been the driver on different occasions when the then Attorney-General in 1941-42 was taking out the cars. I might explain that the period under consideration is merely the fiscal year from April 1, 1941, to March 31, 1942, so that is only the period we are actually covering. I notice on June 8th you are shown as driving a Dodge to Oshawa and return with Mr. Conant as passenger, could you recall that?

A. No, sir, I could not.

Q. Could you recall driving Mr. Conant at all to Oshawa in one of the police cars?

A. I just could not recall offhand, driving him there in that period of time.

Q. I see your name shown in the list as the driver of the car which is stated to have gone to Oshawa, your name is in the driver's signature list, but you don't remember it?

A. I don't remember it, but if my name is there, sir, I must have done it.

Q. You remember driving Mr. Conant in the City on a number of occasions?

A. Yes, on occasions.

Q. What would be the nature of the trips you would make at that time?

A. Well, it would not be any more than probably taking him downtown or bringing him back to the Buildings.

Q. Where would you be going on those occasions?

A. It just depends from where the call comes in.

Q. What type of place, just recall some of the places you went to?

A. May go down to Osgoode Hall or may pick him up at the City Hall or the County Court Buildings, any of those places.

Q. You don't remember any out-of-town trip?

A. No, no out-of-town trips.

Q. You don't remember any out-of-town trips. Mr. Lindsay, you know the practice followed in the Log over there, that is there are two columns, one of which shows the passenger or authority and the other shows the driver?

A. Yes.

Q. Now, in the ordinary course of events, wouldn't it be so, that the person whose name is shown under the driver's signature would be the person who was driving the car?

A. Under the circumstances, that is sometimes not so.

Q. What might be the circumstances which would change it?

A. A car may be booked out to me as driver, and I would be taken off the car.

Q. Does that happen often, to your knowledge?

A. It would not happen often, no.

MR. COOPER: Q. How long have you been driving for the Department?

A. Fourteen and a half years.

MR. DREW: Q. There is not much use in stressing a question, Mr. Lindsay, if you do not remember driving Mr. Conant out of the City, because if you do not you do not, and it does not make any difference what is in the Log Book?

A. No, sir.

Q. I would just like you to explain that a little more clearly, as to why the name of the driver might be shown here and yet he might not be the one who drove the car to its destination, how could that happen as a matter of ordinary routine?

A. Well, you might possibly be on the line over there and you would get a call. You would take the car and get over here. You would sign for the car going out because you took the car out of the garage; in the meantime, you would probably walk back and then you would overlook marking the name out.

MR. MURPHY: Q. Is it not a correct log?

A. So far as the driver is concerned, it would be on—

Q. I thought you had instituted such a perfect system—

MR. COOPER: There would be nothing wrong with the system, what is wrong is that the driver is not following up the system.

MR. LINDSAY: You might go back and when you go into the garage have another job to do and forget about it.

MR. DREW: Q. You don't remember the occasions on which you drove a car out of the City with Mr. Conant as a passenger?

A. I do not, and I don't think I ever did, sir.

MR. DREW: If that is so, then there is no use pressing the question further. I would like to question Inspector Hales just for about five minutes.

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INSPECTOR HALES, recalled.

MR. DREW: Inspector Hales, you were here yesterday when Mr. Conant explained the use of police cars in driving to Oshawa?

A. Yes.

Q. And you will recall that one of the explanations he gave us was that he had been threatened, and that either upon the suggestion of someone else or otherwise, he had deemed it advisable to have police protection in some of the late driving, you recall that?

A. Yes, I recall that.

Q. Now, I have gone through this log book and I find that on practically every occasion when Mr. Conant is showing as taking a car to Oshawa he was also shown as the driver?

A. Yes.

Q. Now, how would he be having police protection if he took a car out

and did not have one of the police drivers, because as I understand it, if he had one of the police drivers the name of the police driver would be shown here?

A. I think I explained that, perhaps partly, yesterday, Mr. Drew, when I said Mr. Conant would perhaps order a car to be brought over to the west door for Mr. Conant. Perhaps, at that time, the destination is in there as Oshawa, we would know or would have been told, at that time, to prepare a car to go to Oshawa. Our man would bring the car around to the west door. Upon leaving the garage, he would book the car out on the authority of Mr. Conant. If Mr. Conant was going to Oshawa, he would book Mr. Conant as the driver. As I said before, our district office where the regular constables are stationed is very close to that door, and it might have been possible for Mr. Conant to go in there, after coming down on the elevator, and have a constable accompany him. Even if that constable went with Mr. Conant in that car, Mr. Conant might have driven the car, as the constable might not have been able to drive. The constable would be there just for protection.

Q. During the period under review, that is the fiscal year ending March 31, 1942, were any of the police cars, to your knowledge, used by any other Cabinet Minister than the Attorney-General?

A. No, sir, I cannot recall even one occasion, not one, except those of our own Attorney-General's Department.

Q. You heard the explanation given just now that one of the drivers might take a car out and then not actually go to the destination with it?

A. Yes, I heard Lindsay state that, sir.

Q. Does it not seem that there should be some more effective check than that as to the person in whose control that is?

A. I do not think that would happen very much in the daytime, but it is possible it would happen at night. As he stated, he might be washing or cleaning a car and he would get a call to bring a car around here for Mr. Conant; then, he would forget to change the name, but I would say that was very, very rare. I think, Colonel Drew, on some of the entries you might see Mr. Conant's name and also that of a driver. On one or two occasions that would happen this way: Mr. Conant may call for a car and for a chauffeur to drive him part of a certain period, then come back to the garage, leave the chauffeur at the garage and continue on himself with the car. That is how we show the double entry there in the driver's signature.

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CLARENCE F. NEELANDS, sworn.

MR. MURPHY: Q. Mr. Neelands, you are the Deputy Provincial Secretary?

A. Yes.

Q. And the Industrial Farm at Burwash has several buildings. Could you give us a description of what buildings are on the farm and adjacent to it?

A. The property is approximately 35,000 acres, and approximately the centre of the property there is the main community. This consists of the prison buildings, the purely prison buildings, including the cell block, dormitory, hospital ward, kitchen and dining room and administration. Then, there are other buildings, stores, laundry, machine shop, the two heating plants, barns and a considerable number of houses.

Q. Houses for the employees, I suppose?

A. Right. Well then, two and a half miles north there is a branch camp which consists of dormitories, kitchens, guards quarters, heating plant, root house and barns. Then, three and a half miles south of the main community, southwest, there is a similar branch camp.

Q. How many inmates have you got there?

A. At the present time, approximately 600.

Q. There was a return brought down which stated they had 700?

A. I am speaking of the present time.

Q. The answer was brought down the other day, and it related to the costs of operation. Have you got any details as to what it costs annually per inmate?

A. Just from memory, in the year under question, about \$1.58 per day.

Q. That would run over \$500 per year per inmate?

A. Yes.

Q. And that is with a large number, where you have every up-to-date method of feeding and looking after them, supplies purchased wholesale and all that, that is a rather high figure, isn't it?

A. Not considering the type of institution. The prisoners at Burwash are practically all repeaters, because many of them are men who have been in penitentiaries. Generally speaking, they are very similar to the class of men who are in the Dominion penitentiaries, and by comparison with the cost of the Dominion penitentiaries, the cost of Burwash is low, considerably low.

Q. You mean \$550 per year per inmate is considered low?

A. For that type of prison.

Q. Are there other types of prison which are cheaper than that?

A. Yes.

Q. You have a building at Millard Lake, haven't you?

A. Yes.



Q. Can you describe that building?

A. It is a building which will have approximately twenty-five men, twenty-five to thirty men. I believe at one time it housed thirty-five to forty.

Q. What do you use it for?

A. It was used for several years as a logging camp.

Q. Well, have you made any changes in it recently?

A. No.

Q. Not of late years?

A. No.

Q. How far is it from the main building at Burwash?

A. Eight or nine miles.

MR. NIXON (Brant): Q. What year was it built?

A. Built in 1933.

MR. MURPHY: Q. Has it got a basement in it, heating?

A. I believe there is a small basement under part of it for a furnace, for a hot-air furnace.

Q. It is pretty well fitted up, isn't it?

A. The same as other camps.

Q. Has it got a large living room?

A. Well, there is a common room where the men used to meet.

Q. How is the living room furnished, what kind of furniture have you got there?

A. Well, the last time I was there was several years ago, and there were just ordinary benches and a board table.

Q. You have not been there for how many years?

A. For five years.

Q. No chesterfields or big easy chairs in it?

A. I don't recall any.

Q. They are not there to your knowledge?

A. No, sir.

Q. Who is directly in charge of that?

A. The superintendent.

Q. So that if there are any changes made, you would know of them?

A. In the building?

Q. Yes.

A. Well, I have not heard of any.

Q. In the furnishings too?

A. I have not heard of any; I am quite sure there have not been any.

Q. How many bedrooms?

A. I believe there were two dormitories for the men and there was a small dormitory for the guards.

Q. Well, are there bedrooms right in the main lodge?

A. These dormitories are the only other rooms there are, and then the kitchen.

Q. Have you a large range in that place, in the kitchen?

A. Well, the last time I was there, it was just a common, ordinary range.

Q. What do you mean by a "common, ordinary range"?

A. A camp range with one or two burners.

Q. There has not been a large steel range put in there recently, has there?

A. I never heard of it.

Q. You had better check up on that.

MR. COOPER: Q. What is it, a log building?

A. It is a frame building with a log siding.

MR. MURPHY: Q. Is it used for any other purpose than the Reformatory, for logging?

A. If any of you have lived in the north country, you would appreciate that in a small town or small community set in the bush, people live the atmosphere of whatever the main business in that community might be. At Burwash,

the main business is prison work, and the people there, the officers and their families, live in that atmosphere all the time. It has been the policy, ever since the camp was built, and at the time it was built, to allow the members of the staff to go over there, from time to time, for week-ends, their week-ends off duty.

Q. Has it been used by any other people than the staff?

A. There have been guests there at times.

Q. Who would the guests be?

A. Visitors to the institution.

Q. Would they be doing a little fishing in the summer?

A. Well, I would certainly think so.

Q. What about hunting in the fall?

A. I never knew of anybody hunting in there.

Q. You never knew of anybody going up there to hunt, who would make that their headquarters?

A. It is too far away to drag a deer out. To get in there in the summer-time, any time except when the ground is frozen, you have to walk four or five miles over a bad trail.

Q. Who would the guests be, you may have a record of some of the guests who would be there?

A. I have not any record.

Q. You have not, who would have that record?

A. I do not think there is any complete record taken.

Q. MR. Neelands, an important place like this, which is part of an institution, you surely keep a record of who is using the Lodge, the superintendent would have a record?

A. Well, it is there for the members of the staff and their families to use when they see fit during the summer months.

MR. COOPER: Q. Have you been logging in there in recent years?

A. No.

MR. FROST: Q. He would keep a roster for his own protection of who used the camp?

A. He may, but I doubt it.

MR. MURPHY: Q. You mean to tell me that people can go up there and use the camp without any record being made to the Department?

A. Well, it would only be used with his permission, that is, if there were any guests coming in.

Q. Then, he must have a record of the guests?

A. I don't know whether he ever kept one. In those years, there have been several different superintendents.

Q. I know, but each superintendent would surely, for his own protection, keep a record of those who were there as guests, might I say, of the Department?

A. Well, I do not think he ever kept any record; I never heard of it.

Q. You do not know of any parties who were up there, their names?

A. Are you speaking of what year, any particular year?

MR. COOPER: This year, up until the end of March, 1942.

MR. NEELANDS: I have no particular knowledge.

MR. MURPHY: Q. Could you get the information?

A. Yes.

Q. Or record, there must be a record?

A. I doubt if there is any record.

MR. COOPER: Q. When was this camp built?

A. 1933.

MR. MURPHY: Q. Referring to the guests, would they be friends of the prisoners or friends of the staff, or would they be departmental officials?

A. Friends of the staff, friends of the Institution, people interested in the Institution.

Q. People interested?

A. Yes.

Q. Then, would there be people from the Departments in Toronto?

A. There might have been.

Q. Were there any, was the Minister or Deputy Minister up there using the Lodge at any time?

A. I said I have no personal knowledge of it. They may have done. In fact, I heard they were there, but I have no personal knowledge of it.

Q. You heard they were there, and you were the Deputy Minister of the Department; surely you knew what was going on in this place?

A. Well, I always took for granted that the Minister of the Department could go wherever he wanted in any of our communities.

Q. Then, you admit they were there?

A. No.

MR. COOPER: He did not say that at all.

MR. MURPHY: Q. How did you hear about it?

A. Well, somebody in the Department or somebody at Burwash told me. I cannot recall at this time.

THE CHAIRMAN: Q. You might read it in the paper?

A. I believe now you speak of it that I did read it in the paper.

MR. MURPHY: Q. How would these people get their supplies in there?

A. Carried them in.

Q. Take them in themselves?

A. Yes.

Q. Were there any prisoners used around the camp?

A. I don't know.

Q. Well, when a party would be going to use the Lodge wouldn't there be some indication to the superintendent that they were going?

A. Probably would.

Q. And wouldn't they make arrangements for their supplies to go in there?

A. I certainly never made any arrangements.

Q. Then, I think we had better have somebody here as a witness who can tell us that. This man does not seem to know how the place is operated. He does not know who used the camp and does not know how they secured their supplies or how they got in there, and he is the Deputy Minister of the Department, who would he notify to come down here and tell us. Who is in possession of that information?

A. Well, if I told you, I do not think there is any record kept.



Q. Who is the superintendent, would he know?

A. I would expect likely he would.

Q. What is his name?

A. McJannet.

MR. MURPHY: I submit, Mr. Chairman, we had better have Mr. McJannet down here.

MR. COOPER: I hope you realize that he is at Burwash in charge of 600 men. The information could have been obtained if you had put a question on the Order Paper. It seems to me unreasonable that you should ask that at this stage of the proceedings.

MR. DREW: You know, we have not actually been delayed at all from the time we started. We have been going right straight through, and if there is any person who should be here, we have not been held back at all.

MR. COOPER: I agree with that, and I think you will agree that, so far as the members of the Committee are concerned, they do not want to be unreasonable. However, to suggest that you should bring a superintendent to ask him who might be out at the Lodge—

MR. DREW: I do not know what the situation<sup>e</sup> is, but I thought, within reasonable limits, the Deputy Minister could have explained, without the necessity of bringing him down.

MR. COOPER: I do not think it is unreasonable that Mr. Neelands, in Toronto, should not know whether somebody came and asked permission to go out and stay in that camp. It seems to be making a mountain out of a molehill.

AN HON. MEMBER: Is it a fishing camp?

MR. COOPER: No, it is a camp used by the prisoners to go in and take out logs. It was used for one year.

MR. NEELANDS: It was used for two or three years.

MR. COOPER: Then abandoned.

MR. FROST: What year were the logs taken out?

MR. NEELANDS: 1933, and the first two or three years after it was built.

MR. FROST: Then, when was it converted into this Lodge?

MR. NEELANDS: It is just there as it was.

MR. COOPER: It has never been converted or fixed up for hunting or fishing. To make this clear, it is just a camp which the prisoners used in taking logs out, and it is in the same condition.

MR. NEELANDS: Yes.

MR. MURPHY: Q. Did you ever use the camp for hunting or fishing yourself?

A. I was there twice. I spent one day there about five years ago, and two of us went in there. We got in in the evening and we came out the next day at noon.

Q. Who was in your party; did you have a party?

A. No, Dr. Heaslip, the Superintendent of the Reformatory at Guelph, and I went in. I went in particularly to see the timber.

Q. So that was the only time you were ever there?

A. Dr. Heaslip and the superintendent, and Mr. Nixon and I went in about five or six years ago. We were there and we got back in the evening, and we were there the next day.

Q. That is the only occasion you were in?

A. The only occasion I was in of recent years. They were both four or five or six years ago.

Q. You have not been there since?

A. No.

MR. DOUCETT: Q. Is this building accessible by motor?

A. No, you have to walk four and a half miles over a bad trail.

Q. You would have to portage your food over this trail?

A. Yes.

THE CHAIRMAN: I do not think you would have many guests up there at all, under those circumstances.

MR. MURPHY: Q. Is that within the Crown Preserve, that cabin or lodge?

A. The camp is.

Q. That is the main lodge?

A. Yes.

Q. So there would not be any hunting adjacent to it?

A. No, I have never known any hunting to be done there. It might have been, but I do not think any has been.

MR. COOPER: Q. Just so as to disabuse Mr. Murphy's mind of anything in connection with Mr. Nixon, has Mr. Nixon a hunting camp outside Burwash of his own?

A. Yes.

Q. And that is not this camp, this logging camp?

A. No, that is in another direction.

THE CHAIRMAN: Q. You would not call this a lodge?

A. No.

Q. It is a logging camp?

A. Yes.

MR. MURPHY: Q. It is not used as a logging camp now?

A. It was used as a logging camp and it is expected it will be again in time.

Q. He maintains now that it is used for holidays for the staff, and it cannot be a logging camp when it is used as a holiday resort.

THE CHAIRMAN: I did not hear him say it was used for holidays by the staff, he said the staff could use it as a community centre, is that right?

MR. NEELANDS: Yes.

MR. MURPHY: He said the staff could use it—

MR. NEELANDS: For week-ends.

MR. MURPHY: We cannot get the information as to who used the camp from you. I submit, Mr. Chairman, we should get it from the superintendent who is the man, he claims, who keeps the log.

THE CHAIRMAN: Just a moment. He did not say he kept a log; I don't know whether there is a record or not.

MR. MURPHY: He surely must keep a record of who uses the camp. You would not send prisoners out there to invite these people.

THE CHAIRMAN: No, but the members of the staff have the right to go there. I do not think it is reasonable to bring a man all the way from Burwash, who has a responsible job, merely to find out the names of some people who might have used the lodge.

MR. MURPHY: I did not think we would have to do that; we thought the Deputy Minister would give all the information we wanted.

MR. BELANGER: I think, before we get that man down, we would like to know whether it is worth while, that is what a Court would say. What do you want to prove by it? I think we should follow what the Court would do in this case.

THE CHAIRMAN: Personally, I do not think there is anything to be gained by bringing him down here.

MR. BELANGER: What do you want to pursue, what is intended—otherwise, I do not think we are justified.

MR. MURPHY: Q. Mr. Neelands, seeing that you cannot give any further information regarding this, it is up to the Committee to say whether we shall bring somebody down who does know about it?

MR. COOPER: The Committee, Mr. Chairman, do not want to leave any impression with the Press or anybody else that we do not want to bring this man down, but frankly, I think if Mr. Murphy will take a reasonable view of the thing, he will not request it. This man would be leaving a prison camp where he is in charge of 600 men to come down here, simply to say that some of the guests who came down to the institution have gone into that camp. Surely that is not sufficient justification.

MR. DREW: I do not think the point should be pressed, at the moment anyway.

THE CHAIRMAN: What about this suggestion, have Mr. Neelands get in touch to see if there is a record kept.

MR. DICKSON: I happened to be at Burwash two or three years ago—I was not there for a long term. I was there visiting a member of the staff, as his guest. I stayed in his house, and I was invited up to this camp the next day, but I could not go, by this member as his guest. I do not think there would have been anything wrong if I had gone. There was not any expense to the institution. It does seem, if we are going to bring a man down from Burwash to get at this—I think it is foolish.

THE CHAIRMAN: They provide for guests up at Guelph, too.

MR. MURPHY: Q. Getting back to the costs of the institution and the cost of the maintenance of the inmates, how many of a staff have you got there, could you tell us that?

A. Just speaking from memory—are you speaking now, at the present time?

Q. Approximately, yes.

A. Approximately 100 or a little more than 100.

Q. That would be about one for each seven prisoners?

A. That includes the night and day staff, engineers, office staff, hospital, employees of all kinds.

Q. They have their own houses, I mean built by the Department?

A. Yes.

Q. How many houses would you have, and are they single houses, cottages, or what?

A. There are some of the buildings in the main community; some old temporary buildings, which have been converted to apartments. There are duplexes and there are houses as well as cottages. There is accommodation for approximately sixty families.

Q. They have their families there?

A. Right.

Q. How do they procure their supplies?

A. They buy them from the institution stores, if they wish.

Q. And the costs, as were stated before, are about \$550 per inmate, that is according to the report tabled here. I do not see how, in looking this over, any Government could justify paying old age pensioners \$20.00 a month, who are maintaining their own home, when it costs the Government \$550 to keep an inmate.

MR. NIXON (Brant): You do not have to guard the old age pensioners.

MR. MURPHY: No, but the old age pensioners have done something for their country.

THE CHAIRMAN: How would you suggest correcting that situation?

MR. MURPHY: By increasing the old age pension.

THE CHAIRMAN: That is not a matter for this Committee to deal with.

MR. NEELANDS: I pointed out that the per diem cost at Burwash is low, in comparison with similar Dominion institutions.

MR. MURPHY: Q. What ones are higher?

A. The Dominion Penitentiary.

Q. Of course, they have tremendous plants there.

A. In point of buildings and equipment the Reformatory at Guelph is the biggest prison camp in Canada, and Burwash stands a good second.

MR. NIXON (Brant): Have you any idea of the costs of the Dominion Penitentiary for this year.



A. Speaking from memory, for the same fiscal year with which we are dealing here, I believe it was \$2.02.

MR. DREW: Q. This has nothing to do with the questions we have been asking, Mr. Neelands, but what is the situation in regard to the number of people in the Reformatories at the present time, is it going up or otherwise?

A. The graph is almost exactly parallel to the graph in the last war to date, but at a higher level. There was an immediate jump up after the war commenced, just a short jump up, then it started down and it went down continuously until about five or six months ago. It has been running fairly level since then, and that is true of the graph during the last war. The criminal population, apparently, is still decreasing, but that decrease is offset by the number of soldiers we have to take care of.

Q. How do you mean?

A. Well, the military authorities sentence a man by court martial, then hand him over to us to serve his term. They take them for short durations, any of the minor detentions, but they hand them over to us for the longer periods.

(Recess, while waiting for witness to arrive.)

THOMAS JOHNSTON, sworn.

MR. DREW: Q. Mr. Johnston, you are the superintendent of the Highways Garage, are you?

A. Yes.

Q. It is the Public Works Garage, is it?

A. The Public Works own the building and the Department of Highways operates the garage.

Q. Your correct designation, then, is superintendent of the Highways Garage?

A. Of the Highways Garage, yes.

Q. And in that position you exercise control over all of the Highway cars in that garage, do you?

A. Yes.

Q. And do you also exercise control over the building, that is the garage building, which is part of the property of the Public Works Department?

A. Yes.

Q. What system, Mr. Johnston, do you maintain for the purpose of keeping a record of the cars used which belong to the Highways Department, and are kept in that garage?

A. First of all, there is a requisition made out, requisitioning the car out. Then, it is booked out on a log book and booked in again when the car returns. The slip which is made out is the slip whereby we make up our charges. We charge a rental rate of so much per hour to set against the cost of maintenance and operation of the machine.

Q. That rental rate is chargeable to whom?

A. To whatever department or whatever branch of the department—there are several branches in the Department of Highways and that branch is invoiced for the rental rate for that car. If it happens to be another department, it is invoiced to that department.

MR. COOPER: Q. How many cars have you?

A. There are just four cars used by the Department of Highways and owned by them.

MR. DREW: Q. Those four cars are what make?

A. They are all Buicks.

Q. Is one of those especially set aside for the Minister, and another for the Deputy Minister and so on?

A. There is one set aside for the Deputy Minister and there is one for the Chief Engineer. The other two cars are used as spares, for long inspection trips or Government business, such as taking the deposits to the bank. One of the regular trips that we have every day is taking the deposits to the bank, and trips for the Treasury Department, when they go out to make an inspection of a particular branch or want a car. One car is kept, more or less for that purpose, but it could also be used as a spare, if any of the other three are broken down or under repair.

Q. You have drivers for these cars, have you?

A. No, the cars are just driven by whoever might be detailed from the staff. Sometimes the department which needs the car has its own operator. In instances where they go out for the Department of Highways, the official will drive the car. If they have not got anyone available, then we have to take either a mechanic or an attendant off the floor to drive it. We do not keep any chauffeurs, not since 1934.

Q. You do not keep drivers, but you detail men who are nominally doing another type of work to perform exactly the same task, don't you?

A. They can go out and drive a car in case of emergency, yes.

MR. BELANGER: Q. What is that last in your answer?

A. In case of emergency, if the official is not driving himself or does not care to drive himself, we will provide a driver.

MR. DREW: Q. When you say "in case of emergency", don't you ordinarily have drivers for certain of the officials who use the cars?

A. It is not a general practice.

Q. They do drive the cars, don't they?

A. Oh, yes, some of the men that we have there—naturally, every one of them has a license and can drive a car or truck.

Q. Where these men drive cars, what are they shown as?

A. As garage attendants or mechanics.

MR. COOPER: Q. What are their duties when they are not driving cars?

A. Repairing, helping the mechanic repair cars, washing the cars, keeping the garage floor clean, washing the windows, all general duties. Greasing is a very regular job and then there is one of them detailed off each day to serve gasoline and oil.

Q. How many are there?

A. We have four such men on the floor.

MR. DREW: Q. Four garage attendants?

A. Yes.

MR. BELANGER: Q. Do we understand correctly, could we say that the times they drive a car for an official is exceptional?

A. Yes, I would say it is exceptional.

MR. DREW: Q. When you say that, I am merely asking as a matter of record, does the Minister have a driver when he goes out?

A. Yes, the Minister has a driver, but he does not use a car very frequently.

Q. What about the Deputy Minister?

A. The Deputy Minister drives his own unless he happens to be going on a very long inspection trip which might be too tiring or he has other officials with him he wants to discuss business with. He might take a man with him, but that is quite exceptional.

Q. Have you your log books here for that period?

A. I have not, Mr. Millar had these log books, I believe. I was not prepared for that.

Q. They were not produced, and I would ask for the records in connection with those cars.

HON. MR. MCQUESTEN: Millar had his log books here and there was some slight discussion, I thought, when he was describing to the Colonel about the system. However, that is all right, we can get them again.

THE CHAIRMAN: He said he had the log books, and we thought that was all you wanted.

MR. DREW: Q. It was in connection with the question at the time, and I realize he had no way of knowing that I was going to ask it in connection with this. Was it in a bound book or loose leaf?

A. In a bound book.

MR. DREW: It was not a log book that I recall, it was a question of the records of the government drivers. I asked for the records in connection with these drivers for some of the higher mileages.

THE CHAIRMAN: I do not think you understood what Millar meant. He produced these logs, said he had them there, and you said I am not interested, there are only four cars there.

MR. DREW: I did not understand he had the log books in connection with the cars, I misunderstood if that is the case. It would not take long to get the log book covering those four cars sent over, would it?

MR. JOHNSTON: No.

MR. DREW: Q. To get it quite clearly, while we are at it, you have a log book which will cover the period for the fiscal year in question, have you?

A. Yes, and the log book has about fifty pages. As we run out of a book, we take another book. In that same book, there are cars which are booked out for other departments.

Q. That log book will show who used those four cars, would it?

A. Yes.

Q. And it only covers the use of those four cars?

A. No, in that same log book our attendant books out the cars for the Department of Health, Department of Mines, and sometimes the Department of Game and Fisheries, when these cars are coming in and out.

Q. Those are cars which are stored there?

A. Stored there, yes, we are asked to keep a record of those coming in and out. We do not for the Provincial Police Department which has part of the garage reserved for them.

Q. Then, if you would get that log book, and I do not want the whole collection of requisitions, but if you could just bring one of the requisition forms to show how it was done?



A. Yes.

Q. Just to get a picture as to how these cars are stored in the garage, what other cars beside these four cars belonging to the Highways Department are there?

A. We have a portion of the southern part of the garage which is reserved by the Provincial Police. Then, the rest of the space is set out in stalls, and we have some of the Department of Mines' cars, Department of Game and Fisheries, Department of Health and Department of Highways. Government officials have been given permission to store their cars there in the daytime while they are in the office. Then, the Ministers' cars, when they are in the City, they leave their car there sometimes, while they are in the office.

Q. That is, their own personal cars?

A. Their own personal cars, and the Deputy Minister's personal cars also when they are in the City.

Q. What are the arrangements in connection with that, do they pay rental?

A. The Deputy Ministers all pay rental and so do the Highway Department officials pay rental, but the Cabinet Ministers do not. A rental rate was never started, so far as they were concerned because their cars were just in occasionally and it was too hard to keep track. They were just in the garage occasionally, so we did not charge them rental for their cars.

Q. What about services, how is a record kept of those?

A. Of any services to those cars?

Q. Yes.

A. There is a repair card made out for each repair job, and for each time that gasoline or oil is issued, and they were invoiced for that at the end of the month.

Q. Have you any special arrangements in regard to gasoline rates or anything of that kind, or are the prices for gasoline the same in that garage as elsewhere?

A. No, we get a discount on the gasoline, we get a trade rate, just about the same as they do at a service station, and we hand on that discount to whatever department we are supplying with gasoline.

MR. NIXON (Brant): You cannot service a privately-owned car with gasoline, can you?

A. Not since July, 1941.

MR. COOPER: Q. That was a Dominion regulation?



A. Well, it did not prohibit us selling gasoline to a car which was used for Government services on a rental basis, but we felt there might be complications, so as soon as the regulation came out in July, 1941, we stopped immediately supplying gasoline and oil to all private cars.

MR. DREW: Q. To which Government regulation are you referring?

A. I am referring to the Oil Controller's regulation.

Q. What particular regulation are you speaking of?

A. In regard to the closing of service stations at 7.00 o'clock at night. Then, there were complications with regard to the taxes, and so on, that we thought it would be just as well not to sell gasoline to private cars, for fear somebody, accidentally, was served by the attendant who was not using his car for Government service.

Q. So that up to July, 1941, then, any gasoline that was supplied to the Ministers' or Deputy Ministers' cars was sold at a discount?

A. At a slight discount, yes. We had a different rate for them than for the other departments. They did not buy it at the same price the departments were sold gasoline. It was the same price to private cars as the Government parking station, so as not to conflict with it.

MR. NIXON (Brant): The Civil Service parking station.

HON. MR. MCQUESTEN: That was a little advance to members of the services?

A. Two cents to be correct, that is the saving that the Civil Service parking station used to give the Government employees, and we did the same.

MR. DREW: Q. Then, what was the system of handling repairs to cars, have you got that as part of the accounts of the Highways garage?

A. Yes, everything was charged to the official. We have repair cards and everything that was purchased for it, and the mechanic's time was put on the card, and individually invoiced at the end of the month.

Q. How were those paid for, were they paid for directly or through the Department?

A. They were paid to the accounts branch of the Department of Highways. We just did the invoicing in our office.

Q. So that you would not invoice the Minister or Deputy Minister?

A. Yes, absolutely, we did all the invoicing, but instead of us getting the cheque for it or the cash, that would go over to the accountant in the Department of Highways.

Q. How extensive is your system of repair there; what I mean by that is this: have you had occasions to do extensive repairs where cars have been in accidents?

A. No, we do not undertake major repairs. You are speaking of private cars now, are you, sir?

Q. Cars belonging to the Department?

A. Cars which belong to the Department, we do all the repairs on those cars outside of bumping out the bodies, we have no body repair men, but we do all other kinds of work.

Q. Have you had any major repairs on those cars?

A. We do not have anything out of the average. They get overhauled every other year, but so far as accidents are concerned, we have been very free of accidents.

Q. You have had no serious ones that you can recall?

A. No.

Q. How many cars are stored there belonging to other departments?

A. Well, I could not give you the exact number of those because they are in and out. A lot of the cars are not stored there permanently; they come in from hospitals, for instance, and institutions of the Health Department. The Mines cars go up in the north in the summertime, and they are just in and out. We have garage space there for roughly about 45 cars. We have some trucks, of course, which we operate out of there, too.

Q. How many trucks?

A. There is one truck which is for jobs around the Buildings, and there is one truck which parks in there from the Division office. They have a paint shop next door, and that truck works on the signs, and for convenience sake, they keep it in the garage. The Game and Fisheries Department have a truck in there occasionally, but that is just passing through the City.

Q. Now, you are able to give all the regular services to the cars stored there, such as washing, greasing and matters of that kind?

A. Yes.

Q. In the case of private cars stored there, these services would be given, would they?

A. Yes, if requested. They did not all avail themselves of it. We have made a practice of rather encouraging that, because the cars that we had did not quite find sufficient work for one skilled mechanic and the attendants, so, to help round out the day for them, they could grease a car, wash it, and so on.

Q. Are those charged for?

A. Yes, everything is charged for.

Q. And handled as part of the ordinary business?

A. Yes, just the same as any garage would.

MR. BELANGER: Would you kindly make clear what you mean by private cars, do you mean cars belonging to other departments and not to the Highways Department?

A. No, I would not say other departments, sir, I should say cars that are used on a rental business for Government service.

Q. Those private cars are all for Government service?

A. Government service.

Q. It is not anyone who could go in the garage and get services there?

A. I thought the Member meant it sounded as if anybody could come in.

HON. MR. MCQUESTEN: That is what he just asked?

MR. JOHNSON: They certainly could not; it is only those who have been authorized who can go in there.

MR. BELANGER: Like the Ministers' cars and Deputy Ministers' cars?

A. The Ministers' cars or Deputy Ministers', yes.

HON. MR. MCQUESTEN: The Minister's car is never there. He has not got one, let me tell you that.

MR. DREW: Q. We will be getting the log book and we can get the exact details, but in the meantime you might just make it clear what kind of authorization is used in connection with these cars. Does your log book show by whose authority each car goes out?

A. Yes, I would say that it does.

Q. Those four Highway cars cannot go out except on the authority of whom?

A. The Deputy Minister or the Chief Engineer, in most instances, or the Minister himself.

Q. So, that the Minister, Deputy Minister and Chief Engineer are the only ones who can authorize those cars to go out, is that right?

A. Yes.

MR. COOPER: Q. Mr. Johnston, how long have you been in charge of the garage?

A. In charge for about twenty-eight years.

Q. Is this system you are explaining now, the system which has continued over a period of years?

A. There are changes made, from time to time. What I am explaining now has been in force since 1934. Naturally, each change in Government there is a slight change.

(Committee waits for Log Book to be produced.)

MR. DREW: Q. Have you got the log book there now, Mr. Johnston?

A. Yes.

Q. Now, Mr. Johnston, the books which you have just produced constitute your record of the use of those four cars, you have told me, which are stored in the Highway garage, is that right?

A. Yes.

Q. And there would be no other record other than that contained in this book for the fiscal year in question which is April 1, 1941, to March 31, 1942?

A. No other record except the slip which I mentioned before from which we do our invoices.

Q. Now, those cars, the cars shown in use, are all cars belonging to the Department of Highways?

A. Just the ones which are underlined in green.

Q. What are the other cars that are shown here?

A. Those belong to the Health Department, Game and Fisheries and Mines Departments. Most of them are Health Department. They use cars operating from head office here in connection with their work.

Q. Do any of them refer to Police cars?

A. No, the Police Department is entirely separate; they have their own organization.

Q. Now, you are sure about that, that none of these are Police cars?

A. Absolutely sure, sir.

Q. Then let me refer to April 9, 1941, vehicle 9A26, out at 8.30 a.m. and in at 8.50 a.m., from the garage to the National Club, the Hon. G. Conant, what would that be for?



A. That must have been a case where they did not have a car available, that certainly did not happen very often. Of course, I am not always in the garage and I was not aware of that trip, if it is in the log book.

Q. I just happened to pick it up and it is the first one I see there.

A. It is apparently one of their own drivers, too, so they must have borrowed a car from us or borrowed one from the Health Department because it is one of the Health Department cars. It is hard to keep all these numbers in your mind; they change from one year to another. This is a car, apparently borrowed by my office, for the use of Mr. Conant. We did not have a car available, and apparently we had to borrow it from the Health Department and this man is the driver.

Q. A call to the National Club, it would not be suggested that was on work connected with the Department of Highways, would it?

A. Oh no, we were just the instrument in obliging the Minister in that instance. He requested a car, there were none available in his own Department, and we hadn't anything to put at his disposal either.

Q. What sort of authorization would you get in that case?

A. Telephone call.

Q. Now, those cars are all operated at public expense.

A. Yes, those cars are all Government-owned cars.

Q. And gasoline and oil supplied by the public. It seems to me that the log does not give an awful lot of information as to the method of authorization used. Let us go through this now. On March 24, car 9A272, from the garage to Hamilton, Hon. T. D. McQuesten, and there is nothing to indicate the nature of that, is there?

A. No.

THE CHAIRMAN: Probably the Minister could explain that, if he desired to, and save some time.

HON. MR. MCQUESTEN: I think I can save a certain amount of time by explaining the use of these cars, and then you can check it.

My practice is this: If I use a car to my home or from my home or to any political meeting or funeral or purpose of that type which I consider a private purpose, including a political meeting or public meeting of any kind, I pay rent for the car. If I use it for what I may call an official purpose, that is confined to my duties at Niagara in connection with the Niagara Parks Commission or the Niagara Bridge Commission, that is also paid for and invoiced directly to either the Parks Commission or the Bridge Commission, but that is not invoiced to me. The previous purposes are invoiced direct to me and paid for. If a car is outside for road inspection of any kind, I always go with either the Deputy



Minister or the Chief Engineer as a passenger. I do not pay for that, nor do I have anything to do with the invoicing of it. Now, that covers the whole situation, and I presume that is charged back to the Department.

MR. DREW: Just on that point, would these entries which are shown here, would some of those be charged to you and not to the Department?

MR. MCQUESTEN: Well, they would all be charged either to me or to the two Commissions to which I referred, if I take the car out.

MR. DREW: What would there be in the log book to indicate where the charge was to go; there is nothing in this to indicate it?

MR. MCQUESTEN: I don't know.

MR. JOHNSTON: That is where these slips tie in with the log book. These slips give full detail. This log book lies out on the desk, and we have these other slips which remain in the office and are checked in and out as to time.

HON. MR. MCQUESTEN: This is the original entry slip or the log?

MR. JOHNSTON: The original entry is the slip, and then the log book shows when the man goes out the door of the garage.

MR. COOPER: Q. You heard the Minister's statement that if he took a car out to Niagara, that is invoiced to the Niagara Parks Commission or the Niagara Bridge Commission, is that correct?

A. The accounts are divided three ways, sir, the Niagara Bridge Commission, the Niagara Parks Commission or the Hon. Mr. McQuesten himself.

Q. To him personally?

A. Yes.

MR. DREW: Q. Then, if it is in here under his name, you say you have a slip also under his name, and wouldn't that be the one for his own use?

A. It would not necessarily.

HON. MR. MCQUESTEN: Have you got that slip for that particular day; see if you can find it.

MR. JOHNSTON: Here is April 28th, Mr. McQuesten, Niagara Bridge Commission, Niagara Falls, license 9A272, out at 8.30 in the morning and returned at 6.00 at night.

MR. DREW: Q. That would be charged to what?

A. The Niagara Bridge Commission.

Q. Would you have the one of March 28th—no, let us pick April 4th

instead, April 4th, license 9A272, out from 5.30 p.m. to 8.00 p.m., from Toronto to Hamilton and return, personal?

A. That is a personal charge.

Q. That would go through to Mr. McQuesten personally?

A. Yes, this list covers the whole year. These two lists cover the Niagara Parks Commission and the Niagara Bridge Commission.

Q. Then let me see the entry for April 7, 1941?

A. April 7, 1941, 9.00 a.m. to 10.30, Hamilton and return, personal.

Q. That would be put through in the same way, would it?

A. Yes, that is included in this list, all paid for by Mr. McQuesten.

Q. I notice, Mr. Johnston, that there are names of the different Ministers appearing here, Mr. Dewar and I also see the Minister of Health's, this would be for cars of their Department from this garage?

A. If they were not underlined in green; sometimes they used Department of Highways cars.

Q. How do you mean if they were not underlined in green?

A. If the license number was not underlined in green.

HON. MR. MCQUESTEN: Q. Every underlined car is a Highway Department car?

A. Yes, I underlined them all so you could go through it quickly.

MR. DREW: Q. Wouldn't it be simpler if there were a uniform system of control of these cars, for all Government cars, a uniform system of record?

A. By all departments?

Q. Yes.

A. And would you suggest keeping them separately, each department separately?

Q. What I have in mind is this, that the system is not exactly the same for recording or handling the records of these cars. Your system is not the same as the Police Department, the result may be the same, but the method is not the same. For instance, they have not the same system of requisitioning, the form is not the same, wouldn't it be simpler if all Government cars were reported on the same form, whether in the same place or not?

A. Yes, it might be so. We use this method because the other departments

have no organization for handling the checking in and out. They asked us to do that, more particularly in case the car gets into difficulty, has an accident or a traffic infringement, we can check back and find out who went out with it. Otherwise, each Department is supposed to look after the routing of their own car in and out of the garage. We just do that to help them out.

Q. Well, I still come back to that entry to which I referred of April 9th, when the then Attorney-General—actually the Attorney-General's Department had no cars there of its own other than police cars?

A. Yes.

Q. So that I am interested in what method of authorization would be required for him to use that car or for any other Minister to use a car if his Department did not actually have a car there?

A. We would likely get a call from the secretary of the department or the Minister himself personally, and we would not question his right to have a car. We would try and get something for him even if we did not have one available ourselves.

Q. Would that apply to any Minister?

A. Any Cabinet Minister.

Q. So it is recognized, then is it, that any Cabinet Minister who asks for one of these cars that are in the garage will have a car made available for him?

A. If he so desires. It is very, very seldom done, as the records show. If there was an emergency, where he had to make a quick trip and probably a taxi was not available or his own car, we would help out by providing a car from some department.

HON. MR. MCQUESTEN: Q. But you keep a record of that?

A. Yes, we would book it in and out. Usually these trips are only a matter of a few minutes, probably to the station or a hotel or club where he is speaking at a dinner or something like that, and he would be detained on business to the last minute.

MR. DREW: Q. What we are really investigating is the method of controlling Public Accounts. Obviously a car that went to the National Club at 8.30 in the morning would not be taking a man there for a meeting, it would be going to pick the Attorney-General up at the Club where, presumably he would have been having breakfast or spending the night. Is your arrangement such that any Cabinet Minister who wants a car to come and pick him up at his club or hotel could get one?

A. We would not feel right in turning him down.

MR. BELANGER: You would not presume to turn him down?

A. No.

HON. MR. MCQUESTEN: Q. Was there any regular practice at this time, Mr. Johnston?

A. It happens so seldom, Mr. McQuesten. I was not even aware of that entry. Most Ministers use their own personal cars, that has been the practice for years.

MR. DREW: Q. Did you provide drivers for these cars?

A. For the Ministers' personal cars?

Q. Yes.

A. No.

Q. So that if drivers go out it is only, ordinarily, with one of the departmental cars?

A. Yes.

Q. Now, Mr. Johnston, from your long experience in this garage, don't you think that it would be a workable thing to centralize the actual control of all Government cars, in whatever department, under some sort of central department, so you would have one uniform system of keeping records?

A. Well, that has been suggested a number of times, but the operation of each department is so varied it was considered impracticable.

MR. COOPER: Q. Who developed this system you have in force now, Mr. Johnston?

A. Well, I was instrumental. In the first place, when I started with the Department, we only had one automobile, so we had to grow into these methods of keeping records and checking the branches.

MR. DREW: Q. Has the Treasury Department any cars of its own?

A. No, they have not.

Q. I see here, on August 11th, and I have noticed a number of other entries in the same name, I see an entry of August 11th when a car was taken out at 8.30 a.m. to go to Mr. Walter's house. Now, how would that authorization come through?

A. That would come from Mr. Walters himself.

Q. Now, have you the authorization slip for August 11th?

A. No, I would not have that here.

Q. Well, Mr. Walters had his own car in the garage, didn't he?

A. I could not say, sir, whether it would be in on that particular day.

Q. It would ordinarily?

A. Yes, but his own personal car may have been under repairs somewhere.

Q. Is it proper to say, then, that any Minister or Deputy Minister calling up for a car could get one?

A. For a short run, I would say, Yes, but if it was for an extended trip, permission would have to be granted by the Minister of the Department of Highways. For a short trip, I would take it on myself to say, Yes, but if it was an extended trip, No.

Q. Would this come before you in a case of that kind for these short trips?

A. They generally consult me, sir, before sending a car. If I do not happen to be there, the man in charge of the office uses his own discretion.

Q. Have you any idea of the average mileage of these cars in a year?

A. They average, I should say, between ten and fifteen thousand miles a year.

THE CHAIRMAN: Q. Which cars are you referring to, the four owned by the Department?

A. Yes, referring to the Department of Highways cars.

MR. DREW: Q. I see quite a number of entries, War Services Guild, would that be the War Services Guild here in the Building?

A. Yes.

Q. And the cars entered under that would be cars which were being used in connection with that work?

A. I think that would occasionally be a small truck.

Q. To carry the parcels?

A. Yes.

Q. What I am thinking of is, how would you judge when it is advisable to own cars as distinguished from having them used under a mileage plan?

A. We have cost records on the cars up to the time they were disposed of in 1934 which gave us figures, and figures I have kept in contact with on other makes and machines in other institutions. I have formed, in my own opinion, what is a good point to saw off at.

Q. What is that?

A. I would say anything over 10,000 miles a year it is cheaper for the car



to be owned by the Government, but under 10,000 miles a year, I would say it is cheaper to rent.

Q. Would these cars run over 10,000 miles a year which you have?

A. Yes.

MR. COOPER: Q. What do you mean by rent, paying mileage?

A. Paying mileage, yes.

MR. DREW: Q. You are talking about mileage cost, have you worked out the mileage cost of the cars you control?

A. Yes.

Q. What does it work out to?

A. There are three different sizes, and they run between 3 and  $\frac{3}{4}$  cents up to 6 cents a mile to operate. A big 7-passenger car costs a little over 6 cents a mile.

Q. That is inclusive of all charges?

A. That is everything, except possibly insurance, that might not have been taken into consideration.

THE CHAIRMAN: What about depreciation?

MR. JOHNSTON: Yes, depreciation is taken into consideration.

MR. COOPER: Q. What about your salaries in the garage, is that charged against them, the overhead?

A. The mechanics' salaries are charged in against that cost, but the office staff is not charged in because most of those men are on the public staff. The mechanics are all on the daily or hourly rate and their rates are all charged in regardless of whether they are permanent staff or not.

Q. What about operating cars in the northern part of the Province, is that more expensive than down here?

A. We have no cars which are stationed there, they go into the north on inspection trips, so it would be included in those rates we have.

MR. DREW: Q. What cars were the lowest-priced ones?

A. They would be Ford's, Chevrolets, Plymouths and Dodges. These cars run about  $3\frac{1}{2}$  cents a mile.

Q. Three and a half cents a mile?

A. Yes.

Q. That is inclusive of all operating costs?

A. Yes.

THE CHAIRMAN: Q. What years would that cover?

A. Those years were up to 1934.

MR. DREW: Q. What about more recently?

A. Recently, we have not been operating anything but these three or four cars which are operated out of head office.

Q. What type are they?

A. Those are all Buicks.

Q. What do they cost you?

A. They cost us just under 4 cents and just under 7 cents for the biggest cars I have mentioned, just under 4 cents for the lighter car.

Q. That is the lighter Buick?

A. The lighter Buick, yes, and the big 7-passenger Buick is just under 7 cents.

MR. COOPER: Q. How do you figure your gas and oil, for making your computation, do you put your gas and oil in at the price you paid for it or what the private person would have to pay?

A. At the price we pay, and we also put in the price our mechanics are paid, which is considerably under the price you and I would have to pay at a garage.

Q. It is considerably under?

A. Yes.

HON. MR. MCQUESTEN: Q. And under the price which any of our engineers and so on, would have to pay?

A. Yes.

THE CHAIRMAN: Q. In other words, when you give us these figures, a private individual could not operate his own car at that figure?

A. No, definitely not.

MR. DREW: Q. In what way couldn't he?

A. Because he would have to pay more for his repairs, he would have to

pay more for his insurance, and his depreciation would probably be more rapid. Then, his gas and oil, he has got to pay a higher price for gas and oil.

Q. What depreciation do you take on those cars?

A. For recent years, we have been working on 10 per cent over the life of a car which we figure probably is five years.

AN HON. MEMBER: You would not get that depreciation if you changed that car for a new one?

A. No, that would never do. Years ago you used to take off 30 per cent the first year and then it went on down the scale. Since the beginning of the war depreciation has not been so rapid.

MR. DREW: Q. When these cars are used for private purposes, what is the basis of the charge which is made?

A. The charge which is made for the cars is based on our cost of operating the cars covering a period of three years, and in some instances, it may have been four years. We do not just take the cost of operation of one year, but for three years. Then, I set up a rental basis which will take care of those costs.

Q. That is, for the rental rate?

A. Yes, the rental rate would cover the cost of maintenance based on a three or four-year average.

Q. When a car is taken out to be used for personal purposes, how is the charge fixed?

A. On an hourly basis, we charge up to \$1.25 an hour for the rental of the car.

MR. COOPER: Q. How do you arrive at that amount \$1.25?

A. As I say, it is based on our costs over three or four years, the cost of maintenance, taking into consideration everything.

Q. You figure that is ample to cover it, is that correct?

A. Yes, it more than covers it.

Q. And that \$1.25 goes on whether the car is being driven or whether it is standing waiting?

A. Yes, that does.

MR. DOUCETT: Q. You do not charge the mileage system?

A. No, it is on an hourly basis, and the same method applies to our truck charges too.

Q. So if a fellow drove 50 miles an hour, he would be getting his car cheaper than if he drove 30?

A. Yes.

MR. DREW: Q. What do you do if a car is out overnight, do you charge the hourly rate?

A. No, we would not charge for the evening hours. The driver would put in his hours the car was in service.

Q. How do you charge for the local runs, Mr. Johnston, for instance, runs downtown, how do you charge for those?

A. We do not charge for that.

Q. There would be no charge at all?

A. No, when I say there would be no charge, if it was under half an hour, we would not think it would be worth while, but if the car was about an hour, we would make a charge for it.

Q. In other words, if any of these cars go to a person's house, pick them up and bring them back, you do not make any charge?

A. If it is a matter of less than half an hour, we would not make a charge.

MR. DOUCETT: Q. Supposing a fellow was to take a car, we will say to Niagara or Belleville, how would you figure the time it stood overnight and returned the next morning, how many hours would you charge him?

A. We ask the driver to mark the time he put it in the garage the night before and the time he started out the next morning. Any trips that are lengthy trips are usually inspection trips, they are not personal trips.

MR. DREW: Q. What arguments are there, Mr. Johnston, against centralization of control of the cars; you say that has been discussed?

A. Well, I think probably the Police Department would be the greatest stumbling block because of the nature of their work. It would not be so difficult for other departments to be centralized, not quite so difficult, but in the case, say of Agriculture, where they have so many of their cars out under the control of institutions and the Health Department, the cars that are operating out of the City, it would be difficult. For the departments located in the Parliament Buildings, I think probably a central control would be a little more economical.

MR. DREW: There is a rather interesting angle in regard to that Resolution which was presented the other day about the investigation into the Hydro-Electric account.

THE CHAIRMAN: What day was that?

MR. COOPER: It was the day Mr. Hipel was in the Chair.

MR. DREW: A Resolution was presented which was not objected to in form in any way and which called for an examination of the Hydro accounts. The Committee thought that the item was not in the Public Accounts, and it was turned down because they held that the Hydro-Electric accounts do not come within our general public accounts. It is rather interesting to note that a similar resolution was presented to this Committee of which, at that time, Mr. J. H. Clark was the Chairman and it was carried, and that was an inquiry into the Hydro-Electric accounts at that time.

MR. COOPER: Wasn't that the Select Committee?

MR. MURPHY: No, the Public Accounts.

MR. COOPER: I don't mind telling you this, that Mr. Hogg assured me if you wanted any information they would be glad to let you have it.

MR. MURPHY: We wanted to examine him on the car system.

MR. COOPER: He said he would be prepared to let you have anything you wanted, if you would go there.

MR. MURPHY: That is not here.

HON. MR. MCQUESTEN: Q. I want to ask the witness, what is the lowest hourly charge that is made against me for this year, I want to check that thing up?

A. Two hours is the lowest charge

MR. DOUCETT: Q. He could go to Hamilton and back in two hours?

A. Yes.

Q. And if he did, he would have had it for about three cents a mile?

MR. DREW: The thing is this, subject to what we might have placed before the Committee if we had started a little earlier—there is no use ignoring the fact that there is every intention of closing the House as soon as possible.

THE CHAIRMAN: So I have heard.

MR. DREW: Well, there might have been resolutions we would present, and there is no use simply placing them before you now. It is meaningless, because it is understood that is going to be so. I do, however, want to present a couple of resolutions by way of terminating this, and it is just a question of how we handle that. As I understand it, the intention is to meet to-morrow morning, that is for the House to meet to-morrow morning.

THE CHAIRMAN: I cannot speak for that.

MR. DREW: This is my suggestion: It will not take long to present them and instead of just dictating them now or reading them aloud, I would like to present a formal Resolution, and I would suggest that we meet either at 2.30



this afternoon or at 10.00 o'clock to-morrow morning. Preferable 10.00 o'clock to-morrow morning. It is merely a question of presenting a formal resolution.

THE CHAIRMAN: Asking for further information?

MR. DREW: No, to sum up some of the things we think grow out of this.

THE CHAIRMAN: The usual form of report is to place the evidence before the House, a transcript of the evidence is attached to the report and the exhibits.

MR. DREW: There is one question that arises, and that is the question whether, in dealing with this whole picture, we should deal with the Hydro-Electric Commission cars at the same time.

THE CHAIRMAN: That has already been ruled upon.

MR. DREW: Ruled upon so far as bringing them here.

THE CHAIRMAN: Well, we will adjourn until 10.00 o'clock to-morrow morning.

The Committee adjourned at 12.50 to meet again at 10.00 a.m. April 14th, 1943.

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Parliament Buildings,  
Toronto, April 14th, 1943, 10.00 a.m.

MR. HAGEY, Chairman-of the Committee.

MAJOR LEWIS: Mr. Chairman, before you start, I came down to warn the Committee that the House meets at 11.00 o'clock, and the Committee cannot continue its Sittings as it cannot sit concurrently with the House.

THE CHAIRMAN: Thank you, Mr. Lewis.

I understood yesterday that we were all through with the hearing of evidence, and there was some question in Col. Drew's mind, on which he wished to bring in a resolution.

MR. DREW: I might explain that we have a number of other resolutions, but I am not going through the motions of presenting them when I know very well it is the intention to close the Legislature to-day, and it would be only a gesture to introduce the further resolutions. We have simply withheld them because we recognize the practical aspect.

I am introducing a resolution: Moved by myself, seconded by Mr. Doucett:

*"Resolved:* That the Public Accounts Committee report to the Legislature that the evidence adduced before this Committee leads to the following recommendations:

1. That the present system of directing and controlling the use of Government-owned cars is unsatisfactory, and provides no adequate protection against improper use and extravagance. It is recommended that the Government should at once establish a system of centralized control which would assure that cars owned by the Government would be used only for public business and that the unduly heavy mileage and other operating costs would be drastically curtailed.

2. That the business practice of the Liquor Control Board of Ontario should be made to conform with the general principle of limiting profits which has been in force during the war in all other types of business; that the huge profits charged to the public constitute a form of taxation which in the end must inevitably lead to extensive illegal manufacture. It is recommended that the Government should insist that there may be efficient and fair distribution and that the price basis should not be predicated upon unconscionable profits.

3. That the examination of one large road contract for work near Kingston disclosed an unsatisfactory method of awarding such contracts, and the Committee recommends that hereafter all contracts of any size should be duly advertised and awarded only upon the basis of tender.

4. That in future the Public Accounts Committee should be called within a few days of the opening of the Session so that there may be ample time for the scrutiny of all accounts dealing with the expenditure of public money."

THE CHAIRMAN: Before we possibly might get into a discussion of the merits or demerits of the resolution, after your remarks yesterday I consulted the records of the House, and with Major Lewis, as to the method of the Report of this Committee. I find it is the established practice that the report takes the form of a draft which I have here, which I asked the Secretary of the Committee to prepare, and that we are limited, if we do not make recommendations to the House—that might be a matter of public comment by yourself, either in the House or any other place, or subject to your own pleasure as to what you wish to do with it.

My feeling now is that this type of Resolution with definite recommendations is out of order. It might be considered by the Committee.

MR. BELANGER: Mr. Chairman, I think your point is well taken. I have been attending the Public Accounts Committee since 1924; and I might say that sometimes they were more important—the Clerk knows something about them—and they give rise to some very much more important questions than we have here. I can see no reason, after our hearing the Resolution, why we should depart from that practice. We have not the evidence before us.

It is the practice of the Court, and it should be done here, that everyone of those recommendations should by the proposer be supported by references to the evidence. That is the only thing that would justify it. Now, we have not got the evidence, and we know we cannot get it in any year, because time will not allow it. It has been engrossed for Members of the Committee and the House.

Supposing we adopt a Resolution of that kind, it goes to the House, and the Members of the House cannot discuss it with any intelligence at all—they have not the evidence.

It is the practice in Ottawa and all over that the evidence that comes from this Committee, that is going to be properly engrossed or typewritten and printed and be available for any purpose for which any Member might wish to use it.

Now, Colonel Drew may draw certain inferences from what he heard of the evidence. I may draw not the same inference at all. I certainly am not going to vote for any recommendation unless it is pointed out to me on what evidence it is based; and I have the right to give my interpretation of that evidence, and tone down, it may be, the recommendations, so that there will be no misunderstanding in the country and in the House.

I suppose those responsible for the Resolution will want to support it in the House; and I feel that the other Members of the Committee who do not see eye to eye, or hear ear to ear, with the mover and seconder, will have the same opportunities of referring to the evidence; and there would be no end to it. So I believe that it would be the best part of experience and wisdom in the House, no matter how often we are derelict to those rules and violate them, with or without the indulgence of the House, for, notwithstanding anything that was said last night in the House, I believe the rules are based upon experience, as in our common law and all other parts of our law, and therefore I would very much object to the resolution, and I would ask the Committee to support the Chairman's contention that this is not the time, and it is against the ordinary practice, and would entail such serious and protracted discussions, which we have not the time for, and which would be altogether unbecoming to go into at the present time; therefore I would support your ruling entirely, Mr. Chairman.

MR. DREW: Mr. Chairman, in the first place I am interested in the suggestion that we have not time—that is exactly the point that I have been trying to make since the beginning of this session. But I would ask you to point to any rule of this House or any rule of this Committee that the Public Accounts Committee has not full authority to report and make suggestions to the House. I am sure you will find none.

As in the past, it has been the practice to forward copies of the evidence, it is stated. There is no proof whatever that that is the practice; but it is something which shows the way in which the Public Accounts Committee usually has terminated, because of the rush of time; and that is the reason why I have incorporated in this Resolution a recommendation that in future the Public Accounts Committee should be called early in the Session.

You will recall, Mr. Chairman, that on several occasions in this Session I urged that this Committee should be called.

THE CHAIRMAN: That is a matter for the House to consider.

MR. DREW: That is the reason I introduced this Resolution. We then came down here and were told we could not go beyond the 31st March, 1942;



and there was no reason we should meet until after the Budget speech and the Budget speech was open for discussion.

MR. COOPER: Was not this Committee called at your request, Mr. Drew?

MR. DREW: Yes, a request made on the second or third day of the Session. And then when we met again, we were told it could not be called until the Budget speech had been made.

As to the statement that there has been no practice of this kind, that is not so. I can refer to a very recent case in which the Public Accounts Committee showed that they had the right to express their opinion to the Government as to what should be done. Only two weeks ago, in the Public Accounts Committee in Ottawa they passed a resolution which showed that the circumstances showed it should have been a wider inquiry. That was passed on the recommendation of Colonel Thompson, and that resolution was forwarded to the House.

Now, as for the statement that opinions on the evidence differ, we have had the evidence before us, and I suggest that the only useful purpose that this Committee can realize as a Committee is to digest the evidence that it has heard and present its recommendation in digested form, and that ties in then with the evidence as a whole. For, from a practical point of view, you and every other lawyer knows that the evidence will never be read by the majority of those who receive it cold. And also the point is this, that any tribunal, whether it be a single Judge or a Bench of an appellate tribunal, or whether it be a Board of some kind, reads the evidence and makes the recommendation upon that evidence. It may be a recommendation to a Legislature, or a recommendation to some Commission, and the Commission gets the recommendation upon what the Judge, Appellate Court or Commission have heard.

We have heard the evidence here. Dealing with this Resolution, what more is needed for anybody to come to the conclusion that the system of controlling the use of cars needs revision. We have all heard that evidence; and if we are not satisfied that the evidence shows the need of regulation, then we are not interested. A Cabinet Minister breaks the rules and makes use for himself of police cars which were for police work. The evidence is there. And in the recommendation I make the general statement, and the Members of the Committee either know or do not know that that statement is true.

As far as the Liquor Board's recommendations are concerned, every member of the Committee heard the evidence in regard to liquor profits, and they either agree or do not agree that profits on an enormous basis should not be charged for purpose of making a revenue on this form of taxation. If the members believe that is all right, there is nothing to prevent them forming that conclusion; but they know what the facts are now.

Then as to the question of the road contract, every member of the Committee has heard the evidence that the contract was called for one purpose; and when the Department knew that that was not to be the nature of the job they let the contractor go ahead on a job four times the original size, without a new contract.

I submit it is not only the right, but, where the evidence is clear, it is the

duty of this Committee to make specific recommendations; and, above all, I would wind up that the recommendation should be adopted, that in the future this Public Accounts Committee should be opened at the opening of the House, so that we will not be pressed in order to bring our business to a conclusion.

MR. BELANGER: First of all, the practice does not begin with this Committee. I am surprised to hear the statement made by this distinguished lawyer.

MR. DREW: Where is the rule?

MR. BELANGER: It is the unwritten practice, and you may find it in May and all the rules and commentaries on the rules.

If you want to know something of the procedure in the House, I think it would be profitable if all the members would get more familiar with the real rules. I would say you had better get acquainted with the thousand, or eight or nine hundred pages of interpretations of the rules.

It is quoted to us that judges in every court give reasons for their opinions, and he sits there with his pencil in hand; and the notes of Judges always play a big part in an appeal, and so on.

Are we going to say that every member of this Committee, especially this year when all the evidence was given between the Colonel and Mr. Doucett and the witness in almost whispering tones—how are we to judge as to the justice of this resolution? We cannot do that.

The Court is an entirely different situation, as far as that is concerned, and there is no similarity between the practice which should prevail here and the practice in a Court.

I submit, Mr. Chairman, that your point is well taken, and I submit that the House should sustain your ruling.

MR. COOPER: Mr. Chairman, I think we are getting pretty far afield on this. As I understand it, we have been appointed and directed to investigate certain Public Accounts. We have come down here and we have investigated those accounts. I think our duty has been done, and we are finished, and all that we can do is simply to report back to the House that we have done the job which we have been appointed to do, and submit the evidence to the House. There are many members of the House who are not members of this Committee.

THE CHAIRMAN: I was surprised at hearing the Colonel say that we were in the position of a Court. We simply hear the evidence and submit it to the House, and it is handed to the House and it is for the members to form their own conclusions.

MR. STRACHAN: Are not the proceedings published in the JOURNALS?

It is always submitted to the House, and whatever conclusion the House wishes to draw from that evidence, it can draw.



I think in 1935, where some charges were made by Mr. Price in connection with the mishandling of charges in connection with the purchase of railway ties, the evidence adduced at that trial certainly was a boomerang on the man who made the charges. At that time the Report simply laid the evidence before the House. There was no statement as to whether the charge was or was not well founded, and there was no recommendation. I think that practice was sound practice.

We are not here as a jury, nor as judges. All we should do here is hand on this evidence to the House. The House is the body to draw its own conclusions.

MR. DREW: I just want to refer to one point. I was not suggesting that this body had the same power as a judge at all. I pointed out that a tribunal which hears evidence has it in its power, and usually does make some recommendation upon the basis of that evidence.

When a Committee is appointed to hear some evidence, I think it fails in its duty when it says, Here is the evidence, and you may make up your own mind upon it. Every member knows perfectly well that this evidence will not be read as a whole by the members.

MR. BELANGER: I object to that statement. I protest against that statement. There have been many disparaging remarks made against the Members of the House.

THE CHAIRMAN: Order, please.

You have been sitting here twelve days, and I was hoping that we might leave this Committee room with a little friendliness.

I have ruled that this resolution, moved by Colonel Drew, and seconded by Mr. Doucett, is out of order.

I have asked the Secretary to prepare a Report in accordance with the practice, and I will read it to the Committee:

"To the Honourable the Members of the Legislative Assembly of the Province of Ontario.

GENTLEMEN:

Your Standing Committee on Public Accounts begs leave to present the following as their Report:

Your Committee held Twelve meetings on the following dates: March 23, 24, 29, 31, April 1, 5, 6, 8, 9, 12, 13 and 14.

Your Committee has had produced before it documents and records, and has heard evidence in connection with motor cars purchased by each Department of the Government, the use of and expense of operation of all cars owned by the Government; mileage accounts and car rentals; particulars of Highways Department contract Number 41-428 and work done

under that contract; particulars and expenditures under contracts referable to a highway between Hearst and Geraldton; profits and revenues of the Liquor Control Board; details of costs and charges entering into the price paid by the public for beer, wine and liquor; expenditures relative to maintenance of the Industrial Farm at Burwash; and matters relevant to the revenue and expenditures of Ontario for the fiscal year ending March 31, 1942.

Your Committee begs to report the evidence taken, transcript of which is hereto attached, and exhibits filed.

Your Committee examined the following witnesses: E. A. McAllister, Deputy Minister of Public Works, J. D. Millar, Acting Deputy Minister of Highways, F. A. MacDougall, Deputy Minister of Lands and Forests, H. Cotnam, Provincial Auditor, William T. Noonan, Engineer, District 8, Department of Highways; W. G. Clarke, John D. Foster, Instrument man, Department of Highways, Commissioner Wm. H. Stringer, Provincial Police, Inspector Edward Hales, Provincial Police, Hon. St. Clair Gordon, Chairman, Liquor Control Board, A. W. Nicol, Secretary to the Attorney General, W. A. Amey, R. A. Peterson, C. F. Neelands, Deputy Provincial Secretary, Thomas Johnston, Superintendent, Highways Department garage, H. B. Lindsay."

In my opinion this is a proper report of this Committee.

AN HON. MEMBER: Carried.

THE CHAIRMAN: Someone might move that.

MR. GLASS: I move the adoption of the Report.

HON. MR. HIPEL: Mr. Chairman, I would like to second the motion for the adoption of the Report, unless someone else wishes to second it.

I would say that I think you have taken the proper procedure, and that your ruling upon the Resolution is well taken. Certainly as Mr. Belanger has pointed out, it is not the proper procedure for any member to bring in a resolution determining the policy and asking the members to say, as to the Liquor Control Board, that making such large profits on liquor is going a little too far.

I think your point is well taken. I want to congratulate you on the way in which you have handled the Committee; and you have been very lenient with members of the Committee in putting many questions to the witnesses. In many cases you could have ruled them out of order as repetition. I think, as Chairman of the Committee, you have been very fair.

MR. DREW: You have ruled this out of order, and we can debate this in the proper way in the Legislature.

As far as this is concerned, I am sorry that Mr. Belanger found it impossible to hear what I have been saying. That is not the customary complaint and it

would have been possible to ask that we should raise our voices a little. However, that is past. If he did not hear it, he can point to the evidence.

So far as the conduct of this Committee is concerned, I join most sincerely and heartily in congratulating you upon the manner in which you have conducted the hearings, Mr. Chairman.

Before anyone could get up and say that this is the right ruling, one way or the other, there is no one here who is an absolute final authority, one way or the other.

Of course, I oppose the resolution, but it will pass by a majority. We are doing it without any precedent, because this Legislative Committee has not passed any such resolution to the House; but there is plenty of precedent for it.

THE CHAIRMAN: What is your pleasure, gentlemen?

HON. MEMBERS: Carried.

MR. DREW: Lost.

THE CHAIRMAN: The motion is carried. The Committee is adjourned.

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